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## American Railroad Journal.

New York, Saturday, June 18, 1864.

### English and Continental Locomotives.

We have recently met in an English Railway Journal, with an interesting essay on the subject of Foreign locomotives, and the first remark made by the writer is that the exigencies of continental railway traffic, demand a greater variety of locomotive engines than have been found necessary in the United Kingdom. The reason is obvious. The islands of Great Britain offer grades almost as level as the ocean around them, while various lofty mountains series stand in the way of intercourse in most of the chief Countries of Europe, and up to this moment have in many instances prevented a continuation of the most important and indispensable lines. The Alps and the Appennines, the Italian, Swiss, German and Hungarian mountains present almost impassible obstructions to railway progress in comparison with what is found in England or in the Northern and Western States of our own Country. The improvements therefore now made in the Locomotives of the United States and Great Britain are generally on the early models with a view to speed, and an increased driving or adhesion weight.

There has been considerable difference of opinion abroad, more than here, as to the advantage of inside and outside cylinder engines, but the latter seem to have become most popular ever since 1851, when it was found they could be bal-

anced or weighted so as to make the whole structure steadier on the rails than the inside cylinder engines. "The sinuous motion is remedied by placing a weight upon one side of the wheels, the momentum of which will just balance the momentum of the pistons and its connections. It is well enough to remark that this sinuous or rocking motion of locomotives is attributable to the arrested motion of the piston and its attachments at every stroke of the engine, and the effect of the pressure thus created will be more operative in inducing oscillation, the farther it is exerted from the central line of the Engine. If it were possible says an authority from which we make this quotation, to place the cylinders at right angles in the centre of the carriage, and the pistons were both attached to a central crank, there would be no oscillation produced, but it is not possible to couple a piston of an upright cylinder direct to the axle of a locomotive without causing the springs to work up and down with every stroke of the Engine. We believe that on some of the Pennsylvania roads and on the Baltimore and Ohio, there are locomotives in which the action of the piston rods is vertical, and the cylinders are of course upright. We are not able to state the estimation in which they are held at present by our most eminent Engineers.

The outside cylinder engines and no others are used on our own northern and western great lines. In England the inside cylinder is still retained for the six coupled, goods engine, and is likely to maintain its place for that kind of work is especially upon straight lines of railway. For lines with prevalent curves the four-coupled outside cylinder engines surpass all others, in economy "running on curves with greater facility, utilising the adhesion weight better and being subject to less wear and tear." Hence says the *Railway Times* the six-coupled engine, with inside cylinders, is to be found chiefly on the southern and north-eastern divisions of the London and North Western, the Great Western, the Midland, the South Eastern, the London, Brighton, and South Coast, the Great Northern, the North Eastern, and the Edinburgh and Glasgow—in short, the older and straighter lines, (the Great Northern, though a newer, is one of the straighter lines). On the contrary, the outside cylinders, with single and with

four-coupled wheels, are to be found on the northern division of the London and North Western, the Lancaster and Carlisle, Caledonian, Scottish Central, Scottish North Eastern, and Great North of Scotland, which are newer lines, and have many quick curves. The London and South Western and the Great Eastern, it is true, are of the older and straighter class, and are stocked or being stocked, with outside-cylinder engines and their correlatives, straight axles; but the former line was initiated with outside cylinders by the great apostle of straight axles, Joseph Locke, who was the engineer-in-chief of the line, and who imported his experience of the broken and short-lived cranked axles, and the durability of the straight axles on the original Grand Junction (London and North Western, northern division), and resolved, like a man of sense and experience, when he had a good thing, to keep it. The Eastern Counties, again, was originally stocked with inside cylinder engines; but the engines having passed into the care of Mr. J. V. Gooch, who brought from the London and South Western his experience of outside cylinders, the stock received an infusion of outside cylinder passenger engines; and having, at a later period, been placed under the care of Mr. R. Sinclair, who brought with him likewise his experience of outside cylinders—first from the Paris and Rouen, with Mr. Buddicom; secondly, from the Caledonian, as chief engineer and locomotist; the stock of the Great Eastern received an additional infusion of outside cylinders—mostly with four-coupled wheels, no six-coupled wheels. A prominent exception amongst the newer and more sinuous lines is the North British, where inside cylinders have been universal; but they were introduced by the chief engineer, who was also the engineer-in-chief of the Edinburgh and Glasgow—a first-class line for directness and flatness—where inside cylinders had answered perfectly well. It has, nevertheless, been found that on that railway—the North British—the wear of six-coupled engines is excessive; that the wear of four-coupled engines is much less; and that the latter do more work with more ease and less cost of maintenance; and, doubtless, the outside cylinder and straight axle will find their way on that line.

Those of our readers who would like to follow

the description of a first rate English locomotive especially with regard to its fire-box, boiler and tubing will find one at page 334 of Bourne's Catechism of the Steam Engine, a late republication by the Appletons. We have the promise of a full description of a first class American Locomotive from a competent hand, which will we believe prove conclusively that in the construction of these machines, we are as in that of passenger cars far in advance of all other countries.

On the Continent where the grades are very heavy, it has been the principal object to get adhesion with speed. Engines combining these requisites are necessary for the long inclines which almost every where prevail. Thus a long wheel base while giving the traction and adhesion is impracticable with much curvature. We understand the American truck has not been generally adopted on the Continental roads, which would exactly meet the exigencies of their case and save both trouble and expenditure.

Another matter worthy of note is the foreign practice in boiler tubing. The greatest number of tubes known to have been applied in England are the 305 tubes of the Great Western express engines of the class of "The Lord of the Isles," exhibited in 1851. In these the tubes, 2 inches in diameter, are placed only  $\frac{1}{2}$  inch apart, and are not so effective for evaporation as the tubes of earlier engines on that line, which were fewer in number, but were placed at from  $\frac{5}{8}$  to 1 inch clear. In the English engines exhibited in 1862, the greatest number of tubes was 215, by Messrs. Beyer, Peacock, & Co., 9-16 inch clear; and the North Western applied 214 at  $\frac{1}{2}$  inch clearance. The best English practice exhibited is to be found in the North Western engine, "The Lady of the Lake;" Mr. Connor's engine, by Messrs. Neilson & Co., and Mr. Sinclair's engine; all of which, singularly enough, have identically the same proportion—192 tubes,  $1\frac{3}{8}$  inch diameter,  $\frac{5}{8}$  inch clear, placed in a barrel 3 feet 10 inches inside diameter. The goodness of these proportions is proved by the very satisfactory performances of the engines, under very different circumstances. The greatest number of tubes in the foreign engines is 356 tubes, with 7-16 inch clearance, in the heavy-gradient engines on the Northern of France.

**The Recent Steamboat Accident on the Hudson River.**  
It is really an extraordinary circumstance, that with all our experience in steam navigation upon rivers there should occur from time to time such lamentable accidents as that which recently befel the *Berkshire*. A large number of persons were suddenly deprived of life in the most heart-rending manner—victims of fire and flood, without a chance of escape. The accounts are by no means satisfactory as to the cause of the accident. If it is true that there was a large quantity of hay on board the steamer, the proprietors are greatly to blame. Such an inflammable article should have no place on board a steamer; it should be carried in barges or sailing vessels. It is also asserted that there were no life boats or life preservers at hand, although these are well known to be of the utmost importance in such cases; and that no alarm of the danger was given to the passengers by the officers of the boat. We believe there is some legislation existing in relation to

these precautions, but we fear it is generally but little regarded. It is not yet ascertained who were lost on the occasion alluded to, as no list of passengers appears to have been kept—an omission but too common on our river boats, and which should no longer be tolerated.

In view of this appalling calamity, we wonder that the travelling public can hesitate between a night steamer and the Railway train. In the latter case few accidents occur to the enormous extent of those which are inseparable from burning steamers. The shock when it comes (and the reflection is not without weight) is brief, and not increased by approaching flames, or stifling waters; and the proportion of the sufferers is less than when engulfed in the waves.

We are happy to have it in our power to state, from recent personal experiences, that the Hudson River Railway offers all the security to travelers which the railway system is capable of extending; and that of late extraordinary vigilance and care are exercised by the company and its employees.

#### Milwaukee and Prairie du Chien Railway.

The following gentlemen have been elected directors of this company for the ensuing year:—L. H. Meyer, John Catlin, Wm. P. Lynde, Chas. F. Ilsley, Allan Campbell, G. M. Harwood, W. Schall, H. L. Dousman, Louis A. VonHoffmann.

#### Chicago and Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1862 and 1863, were,

	1862.	1863.
From passengers...	\$433,297 33	\$643,775 04
" freight .....	1,034,850 29	1,448,964 90
" mails, etc. ....	60,993 40	51,134 84
	\$1,529,141 02	\$2,143,874 78

Expenses, viz:

Repairs of road .....	\$161,251 98	\$157,220 98
" engines .....	71,861 87	79,661 75
" cars .....	102,449 58	167,197 91
" bridges .....	13,806 04	21,739 80
" b'ld'gs, etc. ....	18,862 49	36,949 97
" fences, etc. ....	12,732 04	6,395 06
Cost of iron for repairs	79,178 07	95,180 49
Fuel .....	98,384 83	102,613 36
Oil, waste, etc. ....	12,513 89	18,013 46
Loss and damage .....	4,857 97	11,128 76
Contingent account..	7,773 60	66,088 84
Salaries of agents, etc.	60,544 37	64,468 96
Labor handling freight	59,131 64	81,733 98
Pay of train hands ..	78,422 33	98,486 35
Station house exp. ....	11,730 47	17,751 33
Stationery, etc. ....	6,300 14	10,146 79
Car service .....	.....	4,557 91
Exchange .....	1,185 81	1,127 33
	\$800,987 12	\$1,040,461 53

Net earnings .....

Net earnings .....	\$728,153 90	\$1,103,413 25
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Payments in 1863-'64:

Interest on bonds .....	\$102,690 00
Two dividends of 3 per ct. each, and U. S. Tax .....	343,438 14
Rent of Peoria and Bureau Valley Railroad .....	125,000 00
Taxes on real estate .....	38,978 45
U. S. Tax on pass. earnings	16,415 23
Legal expenses .....	4,061 25
Extraordinary repairs .....	67,754 00
Balance of interest on bridge bonds .....	22,934 39
	\$721,271 46
	\$382,141 79

Compared with the preceding year the gross earnings show an increase of \$614,733 76; with

an increase in operation expenses of \$230,474 41—making the increase in net earnings \$375,259 35. The increase in gross expenditures over the preceding year was \$307,317 78.

The total receipts for the year, from all sources, were as follows:

Earnings of the road .....	\$2,143,874 78
Interest on deposits and loans .....	10,447 64
Avails of 4,985 shares of stock sold .....	609,610 62
	\$2,763,933 04

Total amount expended, as follows:

Real estate and equipment .....	\$359,905 40
Expenses, as above stated .....	1,761,732 99
	\$2,121,638 39

The capital stock of the company has been increased in the sum of 3,970 shares during the past year, making the capital stock \$6,000,000, at which sum it now stands. This additional stock, together with the 1,015 shares on hand at the date of the last report, has been sold for the sum of \$609,610 62, being a premium of \$111,110 62 over the par value of the shares.

The increased business of the road required an additional amount of land in the city of Chicago, and the directors have purchased the property owned by Messrs. Flint & Thompson adjoining the grain house owned by this company, for the sum of \$296,000. This purchase was not made as an investment, but was rendered absolutely necessary, in order to give the company control of greater facilities for loading and unloading freight, additional front of dockage on the Chicago river, and land for side-tracks, turn-outs, &c. This property contains one of the largest elevators in the city of Chicago, capable of storing 1,250,000 bushels of grain, thus giving the company two large elevators, which have been leased to responsible parties for a term of years, at an annual rent which gives a fair return for the money's invested.

The early completion of the Mississippi and Missouri railroad to the Missouri river, where it connects with the Union Pacific railroad, being considered of special importance to the interests of this company, the directors have completed and executed a contract for a business connection with the Mississippi and Missouri company, extending over a period of twenty years, and, in consideration of the same, have agreed to advance the Mississippi and Missouri railroad company the sum of \$500,000, to aid in the construction of their Road. The amount to be thus advanced is reimbursable by the Mississippi and Missouri railroad company in three years, with interest semi-annually at the rate of seven per cent., and secured by \$800,000 of their Land Grant Bonds. The sum advanced on this loan, at the date of this report, was \$116,250. Since then, and during the months of April and May, a further sum of \$74,375 has been advanced, leaving \$309,375 yet due and to be paid during the next four months.

The company will have the means on hand to meet this liability, after paying the 3 per cent. dividend, which was declared free of United States Tax, payable 11th April, 1864.

The Directors, in view of the large earnings of the road during the past year, have thought it for the best interests of the stockholders to declare moderate dividends, and expend the surplus earnings in obtaining increased and absolutely necessary facilities for an increasing traffic, and in every way improving the road and its appurtenances; and they can safely say that the road with all its rolling stock, is now in better condition than at any previous time, as will be seen by reference to the Report of the Superintendent.

There has been expended on the road, properly chargeable to construction, \$104,459 55; of this amount, \$36,705 55 is included in the items of repairs; the balance, \$67,754, is charged to construction repairs. In addition to the above there have been 52 pile and trestle bridges rebuilt, of



an aggregate length of 2,419 feet, at a cost of \$15,284 08.

## INCOME ACCOUNT.

Balance to credit April 1, 1883.....	\$680,961 30
Earnings as above.....	2,143,874 78
Interests on loans and deposits.....	10,447 64
Premium on stock sold.....	111,110 62

\$2,926,394 34

Dividend April 15, 1883, 3 per cent. and U. S. tax.....	\$170,149 48
Interest on income bonds May 1, '83.....	2,450 00
Interest on mort. bonds July 10, '83.....	48,895 00
Rent of Peoria Br. to July 31, '83.....	62,500 00
Dividend Oct. 10, 1883, 3 per cent. and U. S. Tax.....	173,288 66
Interest on income bonds Nov. 1, '83.....	2,450 00
Interest on mort. bonds Jan. 10, '84.....	48,895 00
Rent of Peoria Br. to Jan. 31, '84.....	62,500 00
Balance due from Illinois river R.R. Company.....	20,469 10
Unsettled accounts in Chicago as per last report not available.....	166,360 20
Bal. int. R. R. Bridge bonds.....	22,934 39
Extraordinary repairs.....	67,754 00
Operating expenses.....	1,040,461 53
Taxes on real estate.....	38,978 45
U. S. tax on passenger earnings.....	16,415 23
Legal expenses.....	4,061 25
Balance.....	977,832 05

\$2,926,394 34

The new materials placed in the track during the year have been: 52,105 ties; 604 tons rails; 2,070 tons re-rolled rails; 164,800 lbs. spike at 5.89c.; 173,478 lbs. Fish Plates at 5.53c.; 30,580 lbs. bolts for do., at 8.7c.; 18,779 lbs. cast chairs at 2.62c.; and 37,038 lbs wrought chairs at 5.53c. The value of the above materials is put down at \$171,122 82. There have been relaid with new rails 19.6 miles of track, and 2.69 miles new side tracks. There were 22,499 rails repaired in the company's shops, at a cost of \$15,030 97; average cost per rail 66.80 cents.

The company have 61 engines, which are generally in good repair. Two of this number are in the service of the Illinois river railroad company.

The number of miles run by engines with passenger trains was 348,818; with freight trains, 724,008; with road and gravel trains, 90,054—total 1,162,880. The average cost per mile for each engine, including repairs, fuel, engine men and firemen, oil, waste and tallow, is 12.15 cents—being 0.37 cents more than last year.

The entire cost per mile of operating the road, including new work, lands, new equipments, extraordinary repairs and taxes, is \$5,165 79.

Gross earnings per mile of road.....	\$9,402 97
Net.....	4,237 18

The proportion of expenses to earnings, including new works, lands, new equipments, extraordinary repairs and taxes, is 54.94. Less new works, etc., 45.74.

The total amount of freight transported over the road during the year was 885,020,690 lbs., an increase over last year of 125,270,880 lbs. The number of loaded cars was 52,400; going west, 20,811; east, 31,589. Tons carried one mile, 56,539,150.

The number of passengers carried over the road was 324,244, of which 321,482 were 1st class, 1,717 2d class and 1,045 emigrant. Number of through passengers, 45,130; way, 279,114. Number going east, 158,077; do., west, 166,176. Number carried one mile, 20,401,500. Number of soldiers, 32,618; of these, 14,902 went east and 17,716 west.

The number of pounds transported across the

Mississippi bridge for the year was 298,310,000—going west, 113,482,650; east, 179,827,350. Number of car loads passing east, 10,116; do., west, 7,998—total, 18,114. Foot passengers going east, 69,932; do., west, 70,962—total 140,894. Number of boats passing the draw going north, 196; do., south, 202; Barges going north, 155; do., south, 129. Total number of rafts, 276.

## BALANCE SHEET.

Capital stock account.....	\$6,000,000 00
Mortgage bonds.....	1,397,000 00
Income bonds.....	\$70,000 00
Less cash and U. S. bonds in hands of Trustee to provide for income b'ds.....	64,257 02
Profit balance of income account.....	5,742 98
	977,832 05
	\$8,380,575 03
Cost of road and equipment.....	\$7,429,632 99
Advanced Miss. and M. R. R. Co.....	116,250 00
One year debt certificate.....	9,000 00
Due from post office department.....	6,249 86
Balance due from rent of grain house.....	2,047 26
Balance uncollected bills.....	34,718 94
Stock of fuel on hand.....	72,346 05
Stock of iron and materials on hand.....	84,629 88
Cash in Cashier's hands in Chicago.....	122,988 54
Cash in Treasurer's hands.....	502,711 51
	\$8,380,575 03

President.—CHARLES W. DURANT.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturgess, Geo. T. M. Davis, Harvey Kennedy, Clark Durant, B. P. Learned, John F. Tracy, Robert A. Forsyth, Ebenezer Cook.

Vice President and Sup't.—JOHN F. TRACY.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Assistant Sup't.—W. H. WHITMAN.

Cashier.—FRANK D. SHERMAN.

## Hudson River Railroad.

The following are the names of the new directors of the Hudson River Railroad:—John M. Tobin, Leonard W. Jerome, Francis Skiddy, Wm. R. Travers, James H. Banker, H. F. Clark, Cornelius Oakley, D. Thomas Vail, Joseph Harker, Augustus Schell, Oliver Charlick, Albert Haver-meyer, Smith Barker.

At a subsequent meeting of the new Board, John M. Tobin, of New York, President, and D. Thomas Vail of Troy Vice-President. The following resolution was passed by the Board:

Resolved, That Mr. Charlick, Mr. Clark and Mr. Jerome be a Committee to report to this Board, at an adjourned meeting, resolutions containing a suitable expression of the estimation and regard in which Mr. Sloan, the late President of this company, is held by the Board, and of their appreciation of the valuable services he has rendered to the company.

The Oswego Times contains a report of the proceedings of a meeting held in that city on Monday, to take the initiatory steps for a railroad from Lewiston, Niagara County, to Troy. "At first it had only been contemplated at present to build the railroad from Oswego to Rochester, and there was enough stock already offered to warrant the undertaking of that enterprise, and the organization of a company. But it was desirable that the road should extend to the Niagara River, and it was generally thought best to attempt the work of constructing the road from Oswego to Lewiston. It will then only remain to complete the work from Rome to tide-water."

## Swiss Railway across the Alps.

The Federal Government at Berne has lately devoted several sittings to the discussion of various projects for a railway across the Alps. The three lines which have as yet been brought before the notice of the public are:—The Lukmanier to the East, the St. Gothard in the Centre, and the Simplon to the West. The two former have the advantage of uniting the canton of Ticino to the remainder of Switzerland, and of being easier to defend in a military point of view. The Simplon, though supported by many interests, is open to various objections. Generally speaking, the majority are for the St. Gothard line; and to counterbalance this the partisans of the Lukmanier and Simplon, whose interests are not in opposition to each other, have effected an amalgamation. M. Schenk, the chief of the Home Department, has in his report declared himself in favor of the St. Gothard line, and of a considerable Federal subvention for its execution, proposing at the same time that negotiations be opened for the purpose both with the kingdom of Italy and with the Southern States of Germany. This proposal has not met with the approval of the Federal Executive, which has decided that, for the present at least, such negotiations would be premature.

## Ogdensburg and Lake Champlain R. R. Co.

The holders of the second mortgage bonds of the Northern (Ogdensburg,) Railroad held a meeting at Malone, the 10th inst., and organized themselves into a corporation as the "Ogdensburg and Lake Champlain Railroad Company," agreeably to an act passed at the last session of the New York Legislature. The following named gentlemen were chosen directors: William A. Wheeler, Malone; William C. Brown, Ogdensburg; H. Hollis Hunnewell, George M. Barnard, John C. Pratt, Jacob W. Pierce, John S. Farlow, Isaac D. Farnsworth, Boston; Albert Andrus, Malone; Nathaniel G. Chapin, Ebenezer T. Farrington, Thomas Upham, Boston; James G. Averill, Ogdensburg.

At a meeting of the directors, subsequently held, William A. Wheeler, of Malone, was elected President of the Corporation, William C. Brown, of Ogdensburg, Treasurer, and Robert M. Pratt, of Boston, Secretary and Transfer Agent.

The meeting was harmonious and spirited, and gave every indication that this link in a great line of railroad and steamboat communication, so vitally important to the trade and business of Boston with the Western States and Canada, would soon be in a position to secure its full share of the freight moving East and West.

More than one third of the whole amount of outstanding bonds were handed in at the meeting for conversion into stock of the new corporation.

—Boston Journal.

At the annual meeting of the Portland, Saco and Portsmouth Railroad, at South Berwick, there was a sharp contest on the question whether the stockholders should demand their dividends in coin, according to the contract made with the Eastern and Boston and Maine Railroads. The point was carried by the election of a board of directors favorable to it, but the question is likely to be carried into the courts.

The Agricultural Branch Railroad Company (Framingham, Mass., to Northboro,) are taking active measures to complete their road from Northboro' to Pratt's corner in Sterling. Large purchases of real estate have been made in Clinton, which indicate that the route adopted is that last surveyed, viz: from Harrisville, due west, crossing the pond of the Lancaster Quilt Company.

Debnial

Philadelphia and Erie Railroad.

The stockholders of this Company will meet at the office of the Company in Philadelphia on the 25th inst., to consider a resolution of the Board of Managers for aiding in the immediate construction of a branch railroad to the Pennsylvania oil region. At present the product of the wells has to be hauled over common roads until they reach intersections of the Philadelphia and Erie Railroad, the New York and Erie Railroad, and the Pittsburg and Erie Railroad. Most of the oil now brought to Philadelphia comes by way of the Pittsburg and Erie Railroad to Pittsburg, and thence over the Pennsylvania Central Railroad. Some is taken to stations on the Philadelphia and Erie Railroad.—*Phila. Ledger.*

Massachusetts Railways, 1863.

The following tabular statement of the details of operation of the railways of Massachusetts for the year 1863, is from the *American Railway Times*. A comparative statement of the gross amounts of the whole system for the past two years is seen in the following:

	1862.	1863.
Number of companies...	52	51
Length of roads, miles...	1,608	15,905
Aggregate capital.....	\$59,487,752	\$69,362,052
Amount paid in.....	49,287,517	57,546,563
Aggregate cost of roads.	66,793,474	66,809,802
Total revenue.....	9,933,581	11,950,739
Funded and floating debt.	18,411,221	18,121,108
Surplus earnings on hand.	4,160,360	2,843,804

The result of operation, in detail, for the past and preceding year, may be found in the following abstract:

	1862.	1863.
Number of railways.....	88	88
Length of main lines.....	1,223.4	1,303.8
Length of branches.....	162.5	171.9
Double track and sidings.....	541.1	540.9
Cost of railways.....	\$60,010,348	\$61,610,484
Capital paid in.....	45,403,456	45,988,956
Funded debt.....	14,659,640	14,510,061
Floating debt.....	877,197	1,282,444
Total debt.....	15,536,837	15,792,505
Interest paid on debt.....	852,554	902,212
Dividends paid.....	2,296,701	2,981,890
Surplus.....	3,999,040	5,892,661
Receipts from passengers.	3,949,033	4,912,121
Receipts from freight....	4,131,597	4,878,131
Receipts from mails, &c..	517,099	660,531
Total receipts.....	8,597,729	11,711,027
Expense of road bed.....	1,052,325	1,066,831
Expense of machinery....	848,317	1,044,727
Other expenses.....	3,858,273	4,282,570
Total expenses.....	5,758,915	6,394,128
Net income.....	2,838,814	5,316,903
Per ct. of exp. to income.	54.8	54.9
Net income per ct. on cost	5.9	70.3
Miles run by pass. trains.	3,460,427	3,620,540
Miles run by freight trains	2,681,348	2,863,442
Miles run by other trains.	153,089	238,622
Total miles run.....	6,294,864	6,890,806
Receipts per mile run, cts.	153.4	175.6
Expenses per mile run, cts.	84.1	96.1
Net income pr. m. run, cts.	69.3	64.7
Cost of fuel pr. m. run, cts.	10.9	13.2
Road rep's pr. m. run, cts.	13.0	11.8
Engine rep's pr. m. run, cts.	5.3	5.9
Car rep's pr. mile run, cts.	6.6	7.4
Passengers carried.....	11,482,625	14,297,194
Passenger mileage.....	175,408,775	218,080,413
Tons of freight carried....	3,671,885	4,366,685
Tonnage mileage.....	187,879,129	161,422,514

The net income is here taken, as the amount remaining after deducting operating expenses and interest paid on debt. The different roads have increased their earnings, and the expenses of operation have likewise increased. The different companies are in healthy financial condition. In the tabular statements only roads in operation are included:

Names of Railways.	Main Branch- lines, es.	Double track & sidings.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Debt.	Inter- est paid on Debt.	Divi- dends paid.	Surplus.	From Passen- gers.	Receipts.			Total Ex- penses.
											From Freight.	From Mails, etc.	Total.	
Boston and Worcester.....	44.8	60.1	\$4,500,000	\$6,267,520	\$247,921	\$6,267,520	\$438,802	\$417,525	\$544,411	\$837,610	\$1,479,874	\$53,410	\$1,202,654	\$714,296
Western Railway.....	156.0	17.3	11,262,856	602,900	206,502	809,402	42,788	463,500	810,368	32,431	12,592	8,208	2,435,712	1,207,006
New York and Boston.....	33.0	0.6	1,129,609	602,900	206,502	809,402	42,788	463,500	810,368	63,819	21,491	6,622	80,933	61,341
Fairhaven Branch (1).....	15.1	0.7	243,809	26,000	.....	26,000	3,199	132,000	.....	169,914	213,326	11,271	384,511	215,866
Providence and Worcester.....	43.4	1.0	1,622,309	103,700	39,891	143,591	5,253	68,499	88,567	111,156	132,127	7,740	261,624	118,871
Worcester and Nashua.....	45.7	9.7	1,242,597	19,600	616	20,216	2,882	13,338	8,864	17,650	25,974	8,843	47,468	22,418
Fitchburg and Worcester.....	14.0	2.7	333,884	250,000	5,000	255,000	14,223	27,000	102,156	4,158	5,976	15,421	25,556	21,928
Amherst and Belchertown.....	19.5	0.4	85,000	250,000	.....	250,000	14,223	27,000	102,156	178,265	154,102	11,826	344,194	176,186
Connecticut River.....	50.0	2.3	1,891,943	650,000	.....	650,000	43,568	35,350	129,414	21,864	34,776	2,577	69,216	28,090
Pittsfield and North Adams.....	18.6	0.7	443,677	650,000	.....	650,000	43,568	35,350	129,414	14,582	23,077	3,315	40,974	38,197
New Haven and Northampton.....	85.0	8.7	2,305,204	87,720	.....	87,720	5,563	31,499	529	.....	.....	.....	.....	.....
Stockbridge and Pittsfield (2).....	21.9	1.1	448,700	87,720	.....	87,720	5,563	31,499	529	.....	.....	.....	.....	.....
West Stockbridge (3).....	2.7	0.3	39,600	.....	.....	.....	.....	.....	.....	487,333	374,596	41,797	853,726	480,828
Boston and Providence.....	47.0	7.0	3,160,000	285,500	.....	285,500	.....	20,000	38,487	487,333	374,596	41,797	853,726	480,828
Taunton Branch.....	11.1	0.6	250,000	285,500	.....	285,500	.....	20,000	38,487	487,333	374,596	41,797	853,726	480,828
New Bedford and Taunton.....	20.1	1.1	532,678	285,500	.....	285,500	.....	20,000	38,487	487,333	374,596	41,797	853,726	480,828
South Branch (4).....	4.0	0.6	100,598	.....	.....	.....	.....	6,882	11,808	89,709	69,482	5,067	165,405	131,707
Easton Branch (5).....	3.8	.....	55,894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middleboro' and Taunton.....	8.6	0.6	152,318	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk County.....	26.0	1.8	3,434,164	416,000	339,914	755,914	28,196	25,117	19,697	14,783	19,158	600	34,541	31,044
Old Colony and Newport.....	79.5	7.7	3,015,100	416,000	339,914	755,914	28,196	25,117	19,697	14,783	19,158	600	34,541	31,044
South Shore Railway.....	11.5	0.4	501,592	150,000	200	150,200	9,383	159,482	933,651	460,913	234,704	26,450	722,067	310,523
Cape Cod Railway.....	46.0	1.0	1,031,625	121,000	.....	121,000	8,795	7,600	14,547	55,471	4,783	1,564	62,818	54,068
Fitchburg Railway.....	50.9	74.8	3,540,000	925,760	.....	925,760	46,592	32,608	27,786	96,772	27,270	6,015	180,058	60,866
Vermont and Massachusetts.....	69.3	5.5	3,268,415	925,760	.....	925,760	46,592	32,608	27,786	96,772	27,270	6,015	180,058	60,866
Lexington and West Cambridge.....	6.6	0.6	291,257	.....	.....	.....	.....	.....	.....	89,418	125,876	56,520	271,815	131,679
South Reading Branch.....	8.1	0.2	299,468	.....	.....	.....	.....	.....	.....	14,342	8,712	579	18,634	16,784
Boston and Lowell.....	26.7	1.8	2,428,592	440,000	5,629	445,629	28,003	132,061	471,755	215,249	268,285	20,183	508,718	336,667
Nashua and Lowell.....	14.5	17.2	654,603	75,000	7,790	82,790	4,998	48,000	113,602	96,706	120,534	6,562	228,794	164,716
Lowell and Lawrence (6).....	12.3	2.3	363,158	226,900	1,366	228,266	13,561	12,000	21,547	.....	.....	.....	.....	.....
Salem and Lowell (7).....	16.9	1.7	464,013	226,900	1,366	228,266	13,561	12,000	21,547	.....	.....	.....	.....	.....
Stony Brook Railway (8).....	13.2	1.0	267,383	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Maine.....	74.3	49.7	4,076,974	1,837,600	56,500	1,894,100	97,669	340,614	793,782	616,854	317,276	84,194	1,018,326	635,669
Eastern Railway.....	44.1	80.5	4,322,432	1,837,600	56,500	1,894,100	97,669	340,614	793,782	616,854	317,276	84,194	1,018,326	635,669
Essex Railway.....	19.9	1.3	747,008	280,261	183,768	464,029	12,864	212,077	159,697	22,540	80,633	9,125	62,300	48,454
Newburyport Railway (9).....	27.0	2.4	597,386	234,900	140,902	375,802	41,455	.....	.....	111,896	254,636	15,082	382,184	251,638
Cheshire Railway.....	53.6	8.0	2,798,112	685,400	.....	685,400	41,455	42,092	23,983	111,896	254,636	15,082	382,184	251,638
Norwich and Worcester.....	59.4	8.5	2,613,694	764,300	21,125	785,425	36,665	119,701	250,764	179,413	286,772	16,272	432,559	251,720
Totals.....	1,303.8	171.9	\$61,610,484	14,510,061	1,282,444	15,792,505	902,212	2,981,890	5,392,661	4,912,121	4,878,131	680,531	11,711,027	6,429,841



Names of Railways.	of Ex- penditure to Income.	Net Income.	Net In- come, per ct. on cost.	Per ct. of Divi- dends.	Number of miles run.	Total Rec'd p.m. run, cents.	Total Exp's p.m. run, cents.	Net In- come, p.m. run, cents.	Cost of Fuel per mile run, cents.	Repairs (per mile run) of road of en- gines, cars, bed. gins, cars.	Passengers carried in the cars.	No. of passengers carried, one mile.	Tons carried in the cars.	No. of tons of merchandise hauling one mile.
Boston and Worcester	59.4	\$488,357	10.9	9.0	573,514	209.0	124.6	85.2	14.3	13.3	1,689,505	29,425,029	413,731	16,090,305
Western Railway	49.5	729,693	6.5	9.0	1,275,929	190.9	95.0	57.4	16.4	11.6	710,457	31,949,707	663,927	53,808,561
New York and Boston	115.0	.....	.....	0.0	67,833	78.2	90.0	.....	17.7	4.6	182,202	1,234,659	8,993	112,695
Fairhaven Branch	76.1	2,196	0.9	0.0	27,159	299.8	228.1	8.1	9.0	26.6	58,933	738,840	129,525	129,525
Providence and Worcester	66.0	165,945	10.2	8.0	226,461	170.1	95.3	73.4	12.2	9.8	804,010	6,820,420	188,754	6,396,780
Worcester and Nashua	47.4	121,852	9.9	6.0	188,647	133.6	63.2	64.8	11.4	8.7	167,637	2,983,398	123,570	8,248,628
Fitchburg and Worcester	46.8	22,172	6.6	6.0	35,056	135.6	64.0	63.3	8.0	12.7	45,479	560,041	38,232	465,077
Amherst and Belchertown	84.0	.....	.....	5.0	6,800	375.8	309.2	.....	7.3	41.7	88,630	88,630	2,839	48,156
Connecticut River	51.1	168,008	9.3	6.0	169,351	203.7	104.2	99.4	10.4	15.9	445,165	5,529,481	131,488	3,180,575
Pittsfield and North Adams	47.5	31,126	7.1	6.0	26,312	228.0	108.0	119.7	16.7	26.1	56,188	681,179	47,752	755,710
New Haven and Pittsfield	91.4	.....	.....	3.5	43,176	95.8	88.8	.....	14.6	27.8	36,212	413,248	23,176	457,969
Stockbridge and Northampton	.....	31,409	7.0	7.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Stockbridge	.....	1,946	4.9	5.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Providence	50.4	397,729	12.6	8.0	428,301	199.5	100.6	93.0	13.0	10.0	1,231,373	17,837,362	390,057	13,318,587
Taunton Branch	80.0	33,697	13.5	8.0	51,675	320.5	255.2	65.3	12.8	8.1	142,892	1,518,831	56,138	607,863
New Bedford and Taunton	66.4	54,797	10.3	6.0	41,995	391.0	200.0	130.0	14.6	26.8	118,501	1,648,723	49,533	545,437
Stoughton Branch	41.8	8,814	8.8	8.0	5,992	251.3	104.5	147.0	.....	.....	78,208	226,546	31,329	98,797
Easton Branch	39.2	4,122	7.3	6.0	4,695	144.3	57.0	88.0	.....	.....	16,380	67,520	9,446	37,784
Middleboro' and Taunton	64.4	2,938	1.9	0.0	27,623	125.2	112.5	11.0	9.6	8.1	25,928	180,103	16,422	95,443
Norfolk County	.....	766	.....	6.0	54,952	132.3	85.3	1.4	19.9	16.3	165,615	2,249,148	23,613	446,360
Old Colony and Newport	43.0	328,342	9.5	6.0	435,407	168.3	71.4	75.5	11.4	12.4	1,194,161	18,899,288	231,360	7,325,498
South Shore Railway	86.1	.....	.....	3.0	27,965	224.4	193.0	.....	14.3	19.4	147,927	1,326,494	1,218	14,491
Cape Cod Railway	46.8	69,191	6.7	5.8	77,036	170.0	79.0	90.0	10.8	15.3	135,095	2,871,951	85,728	606,666
Fitchburg Railway	55.2	328,043	9.3	6.0	389,738	196.0	104.0	92.0	16.5	17.5	875,701	13,034,552	419,314	13,114,011
Vermont and Massachusetts	48.5	98,542	2.9	0.0	112,506	242.7	117.5	83.5	9.4	16.9	124,796	2,617,941	97,253	1,889,805
Lexington and West Cambridge	89.6	1,960	0.8	6.0	19,968	93.1	83.3	9.8	13.2	11.0	32,167	475,824	26,812	118,012
South Reading Branch	155.5	.....	.....	0.0	25,040	46.0	71.4	.....	8.0	11.6	236,111	826,111	8,162	28,428
Boston and Lowell	66.8	139,047	6.0	7.0	372,053	135.4	90.5	37.4	11.4	9.0	723,571	8,673,011	422,785	7,156,329
Nashua and Lowell	73.5	59,977	9.0	8.0	167,154	134.0	98.6	35.4	11.6	7.8	325,082	3,890,570	189,946	3,215,163
Lowell and Lawrence	.....	16,276	4.5	6.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Salem and Lowell	.....	3,690	.....	1.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stony Brook Railway	.....	17,473	6.9	6.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Maine	52.6	482,656	11.1	8.0	649,882	156.7	82.4	74.2	12.4	12.3	1,990,197	30,053,930	247,415	7,258,715
Eastern Railway	52.0	292,924	6.8	6.0	477,753	170.3	88.5	61.4	11.8	6.5	1,462,282	22,023,441	119,888	3,705,819
Essex Railway	78.1	.....	.....	0.0	33,417	188.9	146.8	.....	21.3	38.0	88,778	767,131	37,519	680,069
Newburyport Railway	.....	.....	.....	0.0	333,025	113.1	74.4	26.4	10.5	5.3	.....	3,070,840	178,299	10,086,115
Cheshire Railway	66.0	89,191	3.2	2.0	307,841	140.4	81.7	46.8	11.1	13.0	216,826	5,980,464	127,406	6,489,142
Norwich and Worcester	58.2	144,174	6.5	5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals and averages	54.9	\$1,331,153	70.3	6.5	6,690,306	175.6	96.1	64.7	13.2	11.8	14,237,194	218,080,413	4,366,685	161,422,514

(1) Owned and operated by the New Bedford and Taunton Railway.  
 (2) Operated under a lease to the Housatonic Railway Company.  
 (3) Leased to the Berkshire and Hudson and Boston Railway Company.  
 (4) Operated by the Boston and Providence Railway Company.  
 (5) Owned and operated by the Boston and Providence Railway.  
 (6) Operated by the Boston and Lowell Railway Company.  
 (7) Operated by the Boston and Lowell R. Co.  
 (8) Operated by the Nashua and Lowell R. Co.  
 (9) Operated under lease by the Boston and Maine Railway.

NOTE.—The Net Income, tabulated, is the gross revenue less operating expenses and interest paid.

#### Interest and Dividends.

The Illinois Central Railroad Company have declared a dividend of four per cent, free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August.

The Boston and Worcester Railroad has declared a semi-annual dividend of 5 per cent, and the Boston and Lowell Railroad 3 per cent, both free of U. S. tax, and payable July 1st.

The Chemung Railroad will pay on demand a Quarterly Dividend of two per cent, free from Government tax, at the office of the Park Fire Ins. Co., 327 Broadway.

The Metropolitan horse railroad, Boston, has declared a dividend of 3 per cent (\$1.50 per share) payable July 2d.

The directors of the Alleghany and Pittsburg Oil Company have declared a dividend of two per cent, for the month of May, on the capital stock of the company, clear of United States and State tax, payable on and after this date.

The First Mortgage Bonds of the Central Military Tract Railroad Company, payable July 1, 1864, with their coupons, will be paid at the Bank of Commerce, in New York. Bond holders can be paid there at once, by discounting interest at the rate of five per cent per annum for the unexpired time.

The Trustees of the Illinois and Michigan Canal, have ordered a Dividend of five per cent, to be paid on account of the principal of the Illinois and Michigan Canal Registered Bonds. The payment of the Dividend will be made by the Treasurer of the Board of Trustees, at his office, No. 54 Fulton st., in the city of New York, on and after the 1st day of July, 1864. The bonds must be presented to the Treasurer, the day before the time of payment, in order that said payment may be stamped thereon.

#### Atlantic and Great Western.

The Dayton Journal says: "We are inclined to believe that the assertion that the Atlantic and Great Western road will be completed to this city by the 20th inst., is not a vain boast. The track layers are now at work this side of Springfield, and Mr. Lee, the Superintendent of construction, is pushing his enterprise with vehement energy. We shall hail the completion of this great work as an auspicious event to the city of Dayton. It will bring wealth and stimulate industry."

## MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	---	34	Jefferson.....L. S.	20,000	---	---	---	Copake.....N. Y.	50,000	50	---	10	Aetna (G.).....Col.	50,000	10	---	---
Acton Vale.....Ca.	50,000	5	---	2	Keweenaw....." "	20,000	---	---	---	East River....." "	6,000	50	---	---	Acadia (G.).....N. S.	100,000	3	---	---
Adventure.....L. S.	20,000	---	---	---	Kickapoo....." "	20,000	---	---	1	George's Ck C. & I. Md.	10,000	100	---	118	Albion (G.)....." "	100,000	3	---	24
Albany and Boston....." "	20,000	---	144	204	King Phillip....." "	20,000	---	---	---	Harewood....." "	20,000	5	---	---	Alpine (G.).....Col.	150,000	10	---	---
Algoma....." "	20,000	---	2	3	Knowlton....." "	20,000	---	---	1	Kahadlin.....Me.	3,000	100	---	---	Alps (G.)....." "	100,000	5	---	---
Alliance.....Ca.	200,000	24	---	---	Lafayette.....Ca.	200,000	1	---	16c	Lake Superior.....L. S.	20,000	25	---	---	American....." "	200,000	2	---	---
Allouez.....L. S.	20,000	---	1	4	Lake....." "	20,000	1	---	---	Massachusetts.....Pa.	25,000	1	---	---	Am. & Mex. (S.).....N. M.	---	---	---	---
American.....Ca.	200,000	24	---	---	Lawrence.....L. S.	20,000	---	---	---	Mount Pleasant.....Pa.	10,000	60	---	---	Am. Pioneer.....A. T.	---	---	---	---
Amygdaloid.....L. S.	20,000	---	---	34	Lennoxville.....Ca.	100,000	5	---	1	Teal Lake.....L. S.	20,000	10	---	---	Arizona (Silver)....." "	---	---	---	---
Annapolis.....Md.	50,000	10	---	---	Logan....." "	100,000	3	---	2	Tyson....." "	20,000	10	---	---	Atlantic (G.).....N. S.	100,000	2	---	2
Arizona.....Ariz. T.	10,000	100	---	---	Lyster....." "	20,000	2	---	---	<b>LEAD AND ZINC:</b>					At. & Pac. (G. & S.).....Nev.	50,000	10	---	33
Ascot.....Ca.	20,000	20	---	---	Madison.....L. S.	20,000	---	1	64	Amenia.....N. Y.	100,000	5	---	---	Bay State (G.).....Col.	200,000	5	---	---
Astor.....L. S.	20,000	---	1	64	Malden....." "	20,000	---	---	---	Bucks County.....Pa.	50,000	5	---	---	Beacon (G.).....N. S.	200,000	2	---	---
Atlas....." "	20,000	---	1	74	Mandan....." "	20,000	---	---	24	Canada.....Ca.	50,000	5	---	---	Benton (G.)....." "	100,000	5	---	---
Aztec....." "	20,000	---	1	8	Manhattan....." "	20,000	---	---	11	Clute....." "	---	---	---	---	Back Hawk (G.)....." "	50,000	100	---	---
Balt. and N. C.....N. C.	2,000	5	---	20c	Marquette....." "	20,000	---	---	---	Crystal Lake....." "	---	---	---	---	Boston (G.)....." "	10,000	60	---	---
Bare Hill....." "	---	---	---	---	Maryland.....Md.	20,000	5	---	18	Erie....." "	---	---	---	---	Briggs (G.)....." "	10,000	100	---	---
Bay State.....L. S.	20,000	---	34	174	Massachusetts.....L. S.	20,000	---	---	---	Gay's River....." "	100,000	2	---	---	Bullion (G.)....." "	200,000	25	---	---
Beaver....." "	125,000	5	---	14	Merrimac....." "	20,000	---	---	44	Hampton....." "	10,000	5	---	---	Burroughs (G.)....." "	100,000	10	---	---
Bedford.....Ca.	20,000	24	---	35c	Meteor....." "	20,000	---	---	44	Lancaster....." "	---	---	---	---	Canadian (G.).....Ca.	200,000	2	---	---
Black River....." "	20,000	24	---	35c	Meenard....." "	20,000	---	---	104	Macomb.....N. Y.	100,000	5	---	---	Central (G.).....Col.	50,000	20	---	174
Bohemian.....L. S.	20,000	74	---	---	Michigan....." "	20,000	---	---	---	Mineral Point....." "	100,000	5	---	---	Chaudiere (G.).....Ca.	100,000	5	---	24
Bolton.....Ca.	20,000	5	---	54	Middlesex....." "	20,000	---	---	---	Mount Hope.....N. Y.	80,000	5	---	24	Chubbuck (G.).....N. S.	100,000	5	---	90c
Boston.....L. S.	20,000	5	---	54	Minnesota.....L. S.	20,000	---	---	---	National....." "	200,000	1	---	---	Colonial (G.).....Ca.	100,000	24	---	35c
B. and Corinth.....Vt.	20,000	10	---	---	Missisquoi.....Ca.	150,000	2	---	34	New Jersey.....N. J.	12,000	100	---	110	Colorado (G.).....Col.	50,000	10	---	44
Brooklyn.....L. S.	20,000	2	---	---	Montezuma.....N. Mex.	300,000	5	---	---	N. Y. & Boston.....N. Y.	100,000	5	---	---	Consol. Gregg (G.).....Col.	50,000	100	---	20
Brome.....Ca.	100,000	5	---	14	Morrison.....L. S.	20,000	---	---	---	Oswegatchie.....Ca.	100,000	5	---	---	Copalinah (G.)....." "	200,000	20	---	---
Cabot.....L. S.	20,000	---	---	---	Nashua....." "	20,000	---	---	---	Placencia Bay.....N. F.	20,000	25	---	---	Corliss (G.)....." "	100,000	10	---	5
Calendonia....." "	20,000	---	---	---	National....." "	20,000	---	---	---	Ramsay.....Ca.	20,000	25	---	---	Corydon (G.)....." "	100,000	25	---	44
Cambridge....." "	20,000	---	---	---	Native....." "	20,000	---	---	---	Rossie....." "	100,000	5	---	---	Day & Bushnell (G.).....C.	300,000	10	---	---
Canada.....Vt.	100,000	1	---	34	Naumkeag....." "	20,000	---	---	---	Shawangunk.....N. Y.	100,000	5	---	---	Denver (G.)....." "	50,000	20	124	15
Carp Lake.....L. S.	20,000	---	---	---	Nelson.....Ca.	200,000	1	---	10c	Sussex.....N. J.	100,000	5	---	75c	Dorset (G.)....." "	170,000	5	---	---
Cascade....." "	20,000	---	---	---	Nequaket.....L. S.	20,000	---	---	---	Union....." "	100,000	5	---	57c	El Dorado (G.).....Nev.	100,000	5	---	---
Central....." "	20,000	---	---	---	Nevada (Silver)....." "	20,000	---	---	---	Walkkill.....N. Y.	---	---	---	---	Empire (S.)....." "	---	---	---	---
Champlain.....Ca.	200,000	14	---	---	New England....." "	20,000	---	2	24	<b>COAL &amp; ANTHRACITE:</b>					Empress (S.)....." "	---	---	---	---
Chatham....." "	20,000	---	---	---	Newton.....Ca.	200,000	1	---	---	American.....Pa.	37,500	25	---	974	Eureka (G.).....Cal.	100,000	10	---	14
Chaudiere....." "	100,000	1	---	60c	New York.....L. S.	20,000	---	---	---	Ashburton....." "	50,000	50	---	---	Excelsior (G.).....Col.	30,000	10	---	---
Chester....." "	20,000	1	---	23c	N. Y. & Passaic.....N. J.	100,000	5	---	---	Atlantic & G. C.....Md.	---	---	---	---	Frankfort (G.)....." "	100,000	2	---	---
Cheticamp....." "	30,000	5	---	---	North Cliff.....L. S.	20,000	---	---	4	Baltimore....." "	---	---	---	---	Garrison's (G.).....Col.	100,000	5	---	---
Chippewa.....L. S.	20,000	---	---	---	North Silver Lake....." "	20,000	---	---	74	Bear Valley....." "	40,000	124	---	174	Gilbert River (G.).....Ca.	100,000	5	---	1
Cleveland.....Ca.	100,000	5	---	---	North State....." "	20,000	---	---	16c	Beaver Meadow.....Pa.	100,000	50	---	---	Gilpin (G.)....." "	100,000	5	---	---
Cliff.....L. S.	20,000	---	---	---	North Sutton.....Ca.	100,000	5	---	---	Belmont....." "	10,000	50	---	17	Gold....." "	100,000	5	---	4
Collin....." "	20,000	---	---	---	North Western.....L. S.	20,000	---	---	74	Big Mountain.....Pa.	---	---	---	---	Gold Field....." "	50,000	10	---	---
Columbian....." "	20,000	44	9c	---	Norwich....." "	20,000	---	---	---	Blackhall.....N. S.	8,000	25	---	---	Gold Hill....." "	50,000	10	---	---
Consolidated....." "	20,000	5	---	5c	Ogima....." "	20,000	---	---	---	Boston & Pictou....." "	100,000	5	---	---	Gold River....." "	100,000	3	---	---
Copper Falls....." "	20,000	244	40c	---	Ontonagon....." "	20,000	---	---	---	Bridgeport.....Pa.	30,000	10	---	---	Gould & Curry (G. & S.).....N.	300,000	10	---	4
Copper Harbor....." "	20,000	---	---	---	Ottawa.....Ca.	200,000	1	---	65c	Broad Mountain....." "	30,000	10	---	244	Halifax (G.).....N. S.	200,000	2	---	50c
Copper Hill....." "	200,000	1	---	---	Pacific.....L. S.	20,000	---	---	---	Butler....." "	---	---	---	---	Harmon (G. & S.).....Nev.	100,000	2	---	---
Copperas Hill....." "	50,000	10	---	---	Pennsylvania....." "	20,000	25	24	10	Cape Britton.....N. S.	200,000	24	---	---	Holman (G.).....Col.	150,000	2	---	---
Cornwall.....Vt.	100,000	2	---	62c	Pewabic....." "	20,000	---	---	12	Carbondale.....Pa.	---	---	---	---	Hope (G.)....." "	80,000	25	10	10
Danahy.....L. S.	20,000	---	---	---	Phila. & Boston....." "	20,000	---	15	304	Central....." "	---	---	---	---	Isaac's Harbor (G.).....N.S.	100,000	5	---	2
Dana....." "	20,000	---	34	20c	Phoenix....." "	10,000	---	---	304	Clinton....." "	---	---	---	---	Isabella (G.).....Col.	100,000	5	---	---
Deep River.....N. C.	20,000	5	---	20c	Pittsburg & Boston....." "	20,000	---	54	95	Coal Brook....." "	4,000	50	---	734	Kennebec (G.).....Ca.	100,000	5	---	---
Delaware.....L. S.	20,000	---	---	---	Pontiac....." "	20,000	---	34	58	Continental....." "	10,000	50	---	74	Kent (G.).....N. S.	200,000	1	---	---
Derby....." "	20,000	---	1	---	Prince of Wales.....Ca.	200,000	---	---	---	Cumberland (pref.) Md.	50,000	100	---	---	Lake (G.).....Col.	---	---	---	---
Devon....." "	20,000	---	---	---	Providence.....L. S.	20,000	---	10	80	Daniel Webster....." "	5,000	100	---	---	Lake Major.....N. S.	12,000	50	---	---
Dorchester....." "	20,000	---	6	7	Quincy....." "	20,000	---	---	---	East Mahanoy.....Pa.	---	---	---	---	Libertad (G. & S.) Mex.	100,000	10	---	---
Douglas....." "	20,000	---	---	---	Reid Hill.....Ca.	200,000	1	---	---	Everhart....." "	20,000	25	---	1024	Manhattan (G.)....." "	100,000	10	---	---
Dover.....Ca.	200,000	1	---	---	Reliance.....L. S.	20,000	---	---	---	Franklin.....Pa.	5,000	100	---	---	Mariposa (G.).....Cal.	100,000	100	---	504
Dudley.....L. S.	20,000	---	---	---	Ridge.....L. S.	20,000	---	---	---	Fulton....." "	---	---	---	---	Massachusetts (G.).....Ca.	500,000	5	---	---
Dunham.....Ca.	200,000	2	---	30c	Ridgeland....." "	20,000	---	---	---	Gilbertson....." "	5,000	100	---	106	Mex. Pac. (G. & S.) Mex.	100,000	100	---	---
Durham....." "	200,000	5	---	30c	Roscoe.....Ca.	200,000	1	---	15	Grand Tunnel....." "	4,000	100	---	117	Montague (G.).....N. S.	50,000	10	---	---
Eagle River.....L. S.	20,000	---	---	---	Rudisell....." "	20,000	---	---	---	Green Mountain....." "	---	---	---	---	Montana (G.).....Col.	100,000	5	---	14
El Dorado (Silver)....." "	20,000	---	---	---	St														



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

## PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed: equi- val in single trk.	Length. In progress or projected	Equip- ment.		Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.			Market Price.	DESCRIPTION.	Amount out- standing	Rate.	Pay- able.	Principal payable	Market Price.
			Horses.	Cars.				Banded Debt.	Floating Debt.	Gross.	Nett.	Dividends on paid capital.							
	m.	m.	No	No		\$	\$	\$	\$	\$	p. c.								
MASSACHUSETTS.																			
30 Nov. '63	3.36				Boston and Chelsea.	110,000	140,000			7,300	7,200	8	46	Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	1870	
30 Nov. '63	4.18	161	26		Broadway, Boston	85,551	230,000		12,500	62,446	21,195	94	64	Brooklyn Centr. & Jamaica:					
30 Nov. '63	32.96				Cambridge	664,171	657,300	150,000	94			9	125	1st Mortgage	252,100	7	J. & J.	1870	
30 Nov. '63	6.74				Cliffondale	95,500	70,000	24,500	4,863					Brooklyn City:					
30 Nov. '63	8.27				Dorchester	166,672	121,000			8,468	7,438	7		1st Mortgage	170,000	7	J. & J.	1872	
30 Nov. '63	1.43				Dorchester Extension	12,500	12,800			1,024	1,024	8		Brooklyn City & Newtown:					
30 Nov. '63	1.41				Dorchester and Roxbury	15,742	12,000		6,800	1,200	1,200	6	46	1st Mortgage	146,000	7	J. & J.	1872	
30 Nov. '63	11.75	105	25		Lynn and Boston	151,396	150,000	50,000	23,230	88,686	0,516		110	Cambridge:					
30 Nov. '63	3.41				Malden and Melrose	90,246	200,000	73,100	66,223				25	1st Mortgage	150,000	6	J. & J.	1881	100
30 Nov. '63	2.97				Medford and Charlestown	34,000	22,000	12,000		1,200	1,200	6		Central Park, East & North River:					
30 Nov. '63	35.88	762	125		Metropolitan (Boston)	621,900	639,300		297,509	388,616	65,539	10	66	1st Mortgage	101,000	7	J. & J.	1874	
30 Nov. '63	7.50	216	41		Middlesex (Boston)	348,000	400,000		39,783	174,422	32,618	8	59	Citizens' [Pittsburg]:					
30 Nov. '63	5.69	63	9		Quincy	75,525	53,000	50,932	16,650	25,837	6,012		60	1st Mortgage	47,800	7	J. & J.	1870	
30 Nov. '63	5.32				Salem & South Duxbury	57,100	73,300		1,800	9,789	1,273			Cliffondale:					
30 Nov. '63	2.68				Somerville	50,000	50,000			2,500	2,500		32	1st Mortgage	25,000	6	J. & J.	1871	
30 Nov. '63	2.50	10	2		Stoneham street (Boston).	31,600	32,900			5,685	1,711	5		Coney Island and Brooklyn:					
30 Nov. '63	7.75	61	14		Suffolk (Boston).	167,485	123,250	24,800	63,079	42,750	1,591			1st Mortgage	7,000	7	J. & J.	1873	
30 Nov. '63		311	60		Union (Transportation).	228,179	160,000	20,000	48,178	217,253	18,036	8		Delaware County:					
30 Nov. '63	1.59				West Cambridge	12,850	12,850		120	642	642	5	47	1st Mortgage	6,500	7			
30 Nov. '63	3.21				West Roxbury	40,658	40,400							Real Estate Mortgage	5,000	6			
30 Nov. '63	2.25				Winnisimmet	62,152	62,200		4,798					Dorchester and Roxbury:					
30 Nov. '63	5.00				Worcester	89,000	69,000	20,000		6,202	542			1st Mortgage	7,800	6	J. & J.		
CONNECTICUT.																			
31 Dec. '62	1.1		11	3	Hartford City	30,000	30,000							Frankford and Southwark:					
NEW YORK.																			
30 Sep. '62					Avenue D (New York City)	236,036	200,000	27,500	324	52,327	14,015	3		1st Mortgage	200,000	7	J. & J.	1860	100
30 Sep. '62	10.76				Broadway (Brooklyn)	1,505	1,505							Germantown:					
30 Sep. '62		6.50			Brooklyn, Bath & Coney Isl'd	794,912	492,150	252,100	67,967	127,843	10,868		100	1st Mortgage	250,000	7	J. & J.	1860	
30 Sep. '62	24.01		69	26	Brooklyn Central & Jamaica	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	Green and Coates St.:					
30 Sep. '62	56.18	1.90	140	29	Brooklyn City	287,628	346,000	146,000	8,000	30,944	2,759		58	1st Mortgage	82,000	7	J. & J.	1870	100
30 Sep. '62	10.50	8.50	23	2	Brooklyn City and Newtown	51,328	53,500							Hestonville, Mantua & Fair- mount:					
30 Sep. '62		2.50			Brooklyn City & Ridgewood									1st Mortgage	40,000	7	J. & J.	1869	
30 Sep. '62					Buffalo Street									Hoboken and Weehawken:					
30 Sep. '62					Central City (Syracuse)									1st Mortgage	60,000	7	M. & S.	1872	
30 Sep. '62					Cent'l Pk. N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689					Lynn and Boston:					
30 Sep. '62	17.25	6.00			Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	100	69	1st Mortgage	50,000	6	M. & S.	71-72	100
30 Sep. '62					East & North River (N. Y.)	650	650												
30 Sep. '62	12.67	3.67			Eighth Avenue (N. Y.)	938,365	800,000		25,000	369,985	121,565	12	100	1st Mortgage [road]	50,000	6	M. & S.		
30 Sep. '62					Fourteenth Street (N. Y.)														
30 Sep. '62	4.52				Grand St. & Newtown (W. G.)							8		Malden and Melrose:					
30 Sep. '62	4.63				Harlem Br. Morris & Ford									1st Mortgage guaranteed	60,000	6		1890	91
30 Sep. '62					Main & Ohio St. (Buffalo)									Medford and Charlestown:					
30 Sep. '62					Niagara Street (Buffalo)									1st Mort. [Winter St. Br.]	12,000	6			
30 Sep. '62	10.00	16.00	42		Ninth Avenue (N. Y.)	413,948	795,360	22,000	89,498	19,430		100		Metropolitan:					
30 Sep. '62					N. Riv. & Wall st. Ferry (N. Y.)									1st Mortgage	36,625	6			
30 Sep. '62		11.00			Port Morris & Westchester	1,200	1,200							Real Estate Mortgage	6				
30 Sep. '62					Rochester City & Brighton		1,700							Middlesex:					
30 Sep. '62	16.00				Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	100	70	Malden & Melrose bonds	60,000	6		1870	
30 Sep. '62					Seventh Avenue (N. Y.)								185	Real Estate	6,210				
30 Sep. '62	8.37	538	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000		358,032	88,184	10	100						
30 Sep. '62					Tenth Av. & 32d st. (N. Y.)									Ninth Avenue:					
30 Sep. '62	16.50		109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000		580,736	211,939	12	100	1st Mortgage	22,000	7			
30 Sep. '62					Troy and Lansingburg									North Philadelphia:					
30 Sep. '62					Utica City		1,430							1st Mortgage	100,000	7	J. & J.	1869	
30 Sep. '62	1.00				V. Brunt st. & Erie Bas. (Buff.)	298	330							Philadelphia City:					
NEW JERSEY.																			
31 Dec. '62	5.32			7	Hoboken and Hudson City	32,000	30,000		2,000					1st Mortgage	135,000	6	J. & J.	1879	
31 Dec. '62	6.05	2.50		8	Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		Philadelphia and Darby:					
31 Dec. '62	10.47				Jersey City & Bergen Point									1st Mortgage	17,000	7	J. & J.	1870	
31 Dec. '62	4.20				Orange and Newark									Philadelphia and Gray's Ferry:					
31 Dec. '62	5.80			8	West Hoboken & Hoboken	100,000	40,000	60,000						1st Mortgage	15,500	7	J. & J.	1860	
PENNSYLVANIA.																			
31 Oct. '63	7.89		133	22	Chestnut & Walnut (Phila.)	197,573	100,000	135,000		104,728	50,696	40	63	Pittsburg, Allegheny and Manchester:					
31 Oct. '63	8.13		126	14	Citizens' (Pittsburg)	157,627	92,000	54,200	5,880	89,867	30,168	20		1st Mortgage	54,200				
31 Oct. '63	4.12		13	4	Delaware County	30,729	24,800	6,500	2,850	6,668				1st Mortgage	25,000	7	J. & J.	1871	
31 Oct. '63	4.38		112	20	Fairmount & Arch st. (Phila.)	194,017	200,000		2,050	63,459	14,824	74	34	Pittsburg & Birmingham:					
31 Oct. '63	10.74		274	42	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	202,367	58,757	7	64		1st Mortgage	22,600	7	J. & J.	1870	
30 Nov. '63	24.23		205	35	Germantown	399,446	112,245	250,000	133,506	26,745	6	60		Pittsburg & East Liberty:					
31 Oct. '63	8.40		116	25	Glard College (Phila.)	160,000	160,000		76,430	19,682	9	30		1st Mortgage	87,000	7	J. & J.	1871	
31 Oct. '63	8.73		196	36	Green & Coates st. (Phila.)	224,182	150,000	87,000	124,540	50,470</									

## FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Periods.	WHEN DUE.	Market Price.			Rate.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.											
Loan of June 25, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	120	Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	130
Loan of Dec. 31, 1848.....coupon	8,003,342	6	"	1867	120	" " " " " " " " " " " "	600,000	5	"	77-78	115
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	6	"	1868	125	" " " " " " " " " " " "	500,000	5	May & Nov.	1883	119
Loan of June 14, 1853.....registered	20,000,000	5	"	1868	124	" " " " " " " " " " " "	1,000,000	5	"	1883	118
Loan of June 22, 1860.....coupon	7,022,000	5	"	1868	180	" " " " " " " " " " " "	168,000	5	"	1880	100
Oregon War Debt of June, 1861.....coupon	1,026,600	5	"	1874	103	Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
Loan of Feb. 8, 1861.....registered	10,415,000	6	"	1874	103	" " " " " " " " " " " "	100,000	6	"	1879	100
Loan of July 1, 1861.....coupon	50,000,000	6	"	1874	104	" " " " " " " " " " " "	597,000	7	"	1876	104
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	"	1871	103	" " " " " " " " " " " "	2,000,000	6	"	68-83	100
Treasury Notes of Feb. & Aug. 1861.....coupon	62,931,000	6	"	1871	100	Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
Treasury Notes of Apr. & Oct. 1861.....coupon	86,989,500	6	"	1881	113	" " " " " " " " " " " "	100,000	7	"	1871	105
Treasury Notes of 1863 (legal tender), coupon.....	50,000,000	6	"	1881	107	" " " " " " " " " " " "	2,275,000	7	"	1883	105
Treasury Notes of 1861 & 1862 (customs).....	717,141	6	Yearly.	1881	108	Mississippi—State bonds (Banks).....coupon	2,000,000	6	"	71-71	68
Certificates of Deposit.....	23,059,295	6	Jan. & July.	1881	113	Missouri—Bank Stock Loan of 1857.....	63,000	5	Jan. & July.	1863	70
Certificates of Indebtedness.....(coin)	157,003,241	6	"	1881	115	" " " " " " " " " " " "	199,000	6	"	1863	70
		6	"	1881	115	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	70
		6	"	1881	115	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	70
		6	"	1881	115	" " " " " " " " " " " "	200,000	6	"	1883	70
		6	"	1881	115	" " " " " " " " " " " "	7,000,000	6	"	72-88	77
		6	"	1881	115	" " " " " " " " " " " "	4,500,000	6	"	77-89	92
		6	"	1881	115	" " " " " " " " " " " "	3,000,000	6	"	72-87	92
		6	"	1881	115	" " " " " " " " " " " "	4,350,000	6	"	72-87	92
		6	"	1881	115	" " " " " " " " " " " "	3,501,000	6	"	73-89	92
		6	"	1881	115	" " " " " " " " " " " "	650,000	6	"	77-89	92
		6	"	1881	115	" " " " " " " " " " " "	700,000	6	"	1889	92
		6	"	1881	115	" " " " " " " " " " " "	431,000	9	June & Dec.	64-66	92
		6	"	1881	115	" " " " " " " " " " " "	70,000	6	"	1876	103
		6	"	1881	115	" " " " " " " " " " " "	535,100	6	Feb. & Aug.	1876	103
		6	"	1881	115	" " " " " " " " " " " "	200,000	6	"	Var.	103
		6	"	1881	115	" " " " " " " " " " " "	96,000	6	Jan. & July.	65-71	103
		6	"	1881	115	" " " " " " " " " " " "	631,820	6	"	1871	103
		6	"	1881	115	" " " " " " " " " " " "	200,000	6	"	1871	103
		6	"	1881	115	" " " " " " " " " " " "	561,500	5	Jan. & July.	pleas.	103
		6	"	1881	115	" " " " " " " " " " " "	348,107	5	"	pleas.	103
		6	"	1881	115	" " " " " " " " " " " "	900,000	5	"	1875	103
		6	"	1881	115	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	107
		6	"	1881	115	" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.	107
		6	"	1881	115	" " " " " " " " " " " "	1,300,000	6	"	68-78	113
		6	"	1881	115	" " " " " " " " " " " "	700,000	7	"	1870	113
		6	"	1881	115	" " " " " " " " " " " "	28,698	5	"	d'm'd.	113
		6	"	1881	115	" " " " " " " " " " " "	11,050	5	"	d'm'd.	113
		6	"	1881	115	" " " " " " " " " " " "	14,230	6	"	d'm'd.	113
		6	"	1881	115	" " " " " " " " " " " "	421,003	6	Jan. & July.	65-67	113
		6	"	1881	115	" " " " " " " " " " " "	287,700	4	J. A., J., & O.	1864	113
		6	"	1881	115	" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	113
		6	"	1881	115	" " " " " " " " " " " "	28,000	5	J. A., J., & O.	1865	113
		6	"	1881	115	" " " " " " " " " " " "	320,000	5	Jan. & July.	1865	113
		6	"	1881	115	" " " " " " " " " " " "	100,000	6	"	1867	113
		6	"	1881	115	" " " " " " " " " " " "	6,922,274	5	"	63-74	109
		6	"	1881	115	" " " " " " " " " " " "	15,899,025	5	"	64-76	111
		6	"	1881	115	" " " " " " " " " " " "	1,200,000	7	"	1864	111
		6	"	1881	115	" " " " " " " " " " " "	9,129,505	6	Various.	Var.	111
		6	"	1881	115	" " " " " " " " " " " "	1,08,905	6	Jan. & July.	1860	111
		6	"	1881	115	" " " " " " " " " " " "	1,015,000	6	"	1865	94
		6	"	1881	115	" " " " " " " " " " " "	379,866	6	"	1870	108
		6	"	1881	115	" " " " " " " " " " " "	2,183,532	6	"	1878	108
		6	"	1881	115	" " " " " " " " " " " "	1,600,000	6	"	1875	108
		6	"	1881	115	" " " " " " " " " " " "	4,095,309	6	"	1881	108
		6	"	1881	115	" " " " " " " " " " " "	2,400,000	6	"	1886	108
		6	"	1881	115	" " " " " " " " " " " "	275,385	6	"	1863	108
		6	"	1881	115	" " " " " " " " " " " "	299,704	6	"	1866	108
		6	"	1881	115	" " " " " " " " " " " "	280,959	6	"	1868	108
		6	"	1881	115	" " " " " " " " " " " "	2,920,403	6	Yearly.	Var.	111
		6	"	1881	115	" " " " " " " " " " " "	55,372	4	April & Oct.	due.	111
		6	"	1881	115	" " " " " " " " " " " "	131,200	5	Jan. & July.	due.	111
		6	"	1881	115	" " " " " " " " " " " "	10,780,095	5	Feb. & Aug.	100	111
		6	"	1881	115	" " " " " " " " " " " "	5,886,070	5	Mar. & Sept.	due.	111
		6	"	1881	115	" " " " " " " " " " " "	3,690,614	5	June & Dec.	due.	111
		6	"	1881	115	" " " " " " " " " " " "	3,241,898	6	Feb. & Aug.	due.	111
		6	"	1881	115	" " " " " " " " " " " "	200,000	4	Jan. & July.	1882	107
		6	"	1881	115	" " " " " " " " " " " "	1,177,890	5	"	1864	103
		6	"	1881	115	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	103
		6	"	1881	115	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864	103
		6	"	1881	115	" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1865	103
		6	"	1881	115	" " " " " " " " " " " "	2,277,755	5	"	1868	103
		6	"	1881	115	" " " " " " " " " " " "	1,766,214	5	"	1870	101
		6	"	1881	115	" " " " " " " " " " " "	4,580,000	5	Feb. & Aug.	1877	101
		6	"	1881	115	" " " " " " " " " " " "	428,000	6	"	1878	101
		6	"	1881	115	" " " " " " " " " " " "	400,000	6	April & Oct.	1879	106
		6	"	1881	115	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	106
		6	"	1881	115	" " " " " " " " " " " "	360,937	5	"	1882	106
		6	"	1881	115	" " " " " " " " " " " "	97,360	5	"	1882	106
		6	"	1881	115	" " " " " " " " " " " "	3,000,000	6	Feb. & Aug.	1871	107
		6	"	1881	115	" " " " " " " " " " " "	2,000,000	6	Mar. & Sept.	1882	104
		6	"	1881	115	" " " " " " " " " " " "	484,441	5	"	1868	104
		6	"	1881	115	" " " " " " " " " " " "	1,708,017	5	"	68-90	104
		6	"	1881	115	" " " " " " " " " " " "	1,310,000	6	"	1877	50
		6	"	1881	115	" " " " " " " " " " " "	1,125,000	6	"	1882	58
		6	"	1881	115	" " " " " " " " " " " "	2,063,606	5	"	Var.	48
		6	"	1881	115	" " " " " " " " " " " "	12,799,000	5	"	Var.	48
		6	"	1881	115	" " " " " " " " " " " "	608,000	5	"	1890	45
		6	"	1881	115	" " " " " " " " " " " "	48,000	6	"	1890	60
		6	"	1881	115	" " " " " " " " " " " "	175,000	6	"	63-64	103
		6	"	1881	115	" " " " " " " " " " " "	58,000	6	"	62-63	103
		6	"	1881	115	" " " " " " " " " " " "	751,000	6	Jan. & July.	1870	103
		6	"	1881	115	" " " " " " " " " " " "	404,000	5	Various.	Var.	103
		6	"	1881	115	" " " " " " " " " " " "	13,264,642	6	Jan. & July.	83-93	51
		6	"	1881	115	" " " " " " " " " " " "	12,645,000	6	"	85-93	51
		6	"	1881	115	" " " " " " " " " " " "	1,865,000	5	"	1892	51
		6	"	1881	115	" " " " " " " " " " " "	100,000	6	April & Oct.	67-68	99
		6	"	1881	115	" " " " " " " " " " " "	200,000	6	Jan. & July.	1867	99
		6	"	1881	115	" " " " " " " " " " " "	100,000	6	"	1877	99
		6	"	1881	115	" " " " " " " " " " " "	1,109,000	6	"	78-88	99



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Chicago and Alton:</b>													
1899	55,734	63,995	74,090	63,995	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,887	853,641
1900	81,631	75,621	78,981	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,234	80,296	1,098,464
1901	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1902	109,850	101,355	140,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1903	100,991	164,418	188,792	176,000	---	---	---	---	---	---	---	---	---
<b>Chicago and Rock Island</b>													
1899	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,262	984,577
1900	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1901	83,030	63,975	77,007	76,909	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1902	120,776	90,607	76,678	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	136,595	1,423,439
1903	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1904	158,735	175,482	243,150	175,838	188,565	---	---	---	---	---	---	---	---
<b>Chicago and Northwestern:</b>													
1899	18,569	19,585	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1900	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	63,554	675,764
1901	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	106,146	81,296	65,199	855,658
1902	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1903	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,888	153,622	1,488,197
1904	98,123	111,495	157,982	174,589	---	---	---	---	---	---	---	---	---
<b>Cleveland and Toledo:</b>													
1899	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1900	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1901	85,239	76,913	86,063	90,324	65,302	63,137	62,269	60,285	84,640	98,528	88,401	105,253	955,959
1902	106,263	83,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,234	164,876	1,167,544
1903	145,916	146,859	166,750	121,273	100,225	100,085	91,303	102,130	132,130	140,013	144,800	184,389	1,574,893
1904	---	---	---	---	---	---	---	---	---	---	---	---	---
<b>Erie:</b>													
1899	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	558,608	414,764	4,651,049
1900	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	4,835,424
1901	404,507	391,982	458,560	547,174	506,610	430,063	372,705	419,010	615,948	719,354	734,108	714,211	6,214,132
1902	699,097	601,595	638,006	626,070	597,416	528,842	595,024	615,992	756,421	886,136	902,906	963,859	8,400,334
1903	845,095	859,949	956,445	948,059	848,783	770,145	731,243	687,092	616,801	966,294	1,024,649	1,036,321	10,469,451
1904	984,537	914,133	1,094,508	1,079,503	---	---	---	---	---	---	---	---	---
<b>Galena and Chicago:</b>													
1899	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1900	60,653	62,998	90,793	93,254	115,505	93,449	80,706	166,541	219,628	252,108	142,658	94,860	1,462,752
1901	97,253	76,859	101,000	103,795	166,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1902	109,807	105,424	74,346	90,180	158,194	225,043	190,456	129,019	188,370	208,575	169,530	143,532	1,777,541
1903	132,517	121,161	129,226	136,901	172,343	212,946	143,617	163,245	261,494	237,122	228,407	204,716	2,193,295
1904	143,906	169,577	177,251	196,872	220,825	---	---	---	---	---	---	---	---
<b>Hudson River:</b>													
1899	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1900	212,714	209,422	161,047	134,006	156,231	129,996	140,860	167,220	180,000	198,951	169,549	220,370	2,075,322
1901	223,167	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,702	246,283	2,023,537
1902	307,330	231,593	308,968	202,546	192,442	161,427	169,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1903	458,963	425,047	386,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1904	501,231	472,240	356,626	275,540	---	---	---	---	---	---	---	---	---
<b>Illinois Central:</b>													
1899	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1900	185,257	185,926	209,994	183,758	219,890	188,060	163,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1901	321,844	279,268	228,334	192,064	199,458	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1902	190,130	238,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1903	299,944	271,085	275,643	284,687	324,687	407,992	343,929	511,305	478,576	496,433	487,679	424,531	4,571,023
1904	318,200	406,595	445,320	421,457	414,731	---	---	---	---	---	---	---	---
<b>Marietta and Cincinnati:</b>													
1899	33,904	25,252	25,891	33,579	32,663	29,384	37,271	59,687	46,452	81,329	55,257	43,544	512,218
1900	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1901	56,540	77,874	90,755	73,215	83,964	---	---	---	---	---	---	---	---
<b>Milwaukee and Prairie du Chien:</b>													
1899	87,520	82,301	39,501	45,511	59,082	43,797	37,429	60,220	139,761	163,615	90,900	44,895	799,841
1900	54,246	44,027	43,837	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1901	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1902	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	90,000	1,224,343
1903	102,748	116,135	88,222	140,417	186,747	---	---	---	---	---	---	---	---
<b>Michigan Southern &amp; Northern Indiana:</b>													
1899	104,345	106,828	143,026	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,764,819
1900	131,467	119,833	166,454	175,481	134,688	127,273	196,821	238,561	273,722	203,492	134,972	2,068,896	
1901	140,925	116,933	153,170	186,951	170,362	161,391	123,558	178,773	235,960	276,181	231,265	189,077	2,159,077
1902	163,152	153,728	167,500	193,120	200,326	181,983	180,915	226,819	276,109	325,813	305,284	279,539	2,647,838
1903	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,221,541
1904	256,600	304,445	333,058	327,206	264,818	---	---	---	---	---	---	---	---
<b>Michigan Central:</b>													
1899	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,266	210,837	226,077	181,617	132,949	1,756,416
1900	110,712	107,749	160,311	165,741	158,510	123,085	123,393	193,540	251,423	300,474	196,132	129,022	2,025,142
1901	142,334	119,764	151,671	149,550	133,620	123,377	144,982	226,845	307,333	242,089	200,134	134,314	2,134,314
1902	220,159	159,658	151,902	175,696	186,039	174,001	172,159	216,624	295,955	322,369	307,475	258,633	2,660,701
1903	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	306,169	375,487	339,193	306,186	3,168,064
1904	252,435	278,848	348,802	338,275	271,552	---	---	---	---	---	---	---	---
<b>New York Central:</b>													
1899	380,349	370,544	509,211	478,563	400,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1900	387,123	402,530	561,078	585,141	495,943	444,494	692,382	868,985	811,453	730,736	523,047	7,154,622	
1901	429,065	420,793	627,051	689,688	677,073	558,743	623,138	652,076	696,175	927,036	952,960	872,985	7,996,783
1902	749,163	749,163	710,223	736,114	610,417	610,417	749,571	752,541	892,744	1,018,375	968,228</		

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers, (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.				
			When payable.	Where payable.						When payable.	Where payable.						
Alabama and Florida:							Chicago and Rock Island:										
Mortgage	\$300,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	168				
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:										
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	112				
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	5,800,000	7	"	"	"	1885	103			
2d Mortgage	225,708	8			1864		Bonds issued for coupons of do.	758,000	7	May & Nov.	"	"	1883	98			
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	"	1890	100			
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	"	1885	99			
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	"	1885	95			
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76		Flagg Trust Bonds	245,000	8	Jan. & July.	"	"					
Androscooggin and Kenebec							Cincinnati, Hamilton and Dayton:										
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	38	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110				
\$1,100,000 Loan	804,600	6	"	"	or	1890	79	2d Mortgage	950,000	7	May & Nov.	"	"	1880	110		
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66		Cincinnati, Wilm. and Zanesville:										
Atlantic and Great Western:							1st Mortgage	1,500,000	7	Jan. & July.	New York.	1869					
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	874,000	7	Feb. & Aug.	"	"					
Ohio " 1st Mortgage	4,000,000	7	"	"	"	1875	99	3d Mortgage	158,000	7	"	"	"				
N. York " 1st Mortgage	1,000,000	7	"	"	"	1879	80	Income	250,500	7	"	"	"				
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7	"	"	"					
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:										
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115				
City of Portland Loan (Comp.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70		2d Mortgage	244,200	7	March & Sept.	"	"	1884	110			
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	"	1876				
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev. Painesville and Ashtabula:										
Mortgage Coupon	1853.	2,500,000	6	April & Oct.	Baltimore.	1885	115	2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92			
" " " 1850.	700,000	6	Jan. & July.	"	1880	109	Special (Sunbury and Erie)	600,000	7	"	"	"	1878	121			
" " " 1855.	1,128,600	6	Jan. & July.	"	1875	114	Dividend Mortgage	900,000	7	"	"	"	1880				
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105	Cleveland and Pittsburg:										
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860					
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	"	1873	107			
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	"	1875	108			
2d Mortgage	164,000	7	"	"	1870		4th Mort. (M. L.) or 3d Extension	1,059,028	6	"	"	"	1886	92			
Belvidere Delaware:							River Line bonds	20,000	7	"	"	"	1887				
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev. Columbus and Cin.:										
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90					
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:										
Boston Concord and Montreal:							Junetion 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101				
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	Junetion 1st Mortgage 2d Div.	164,000	7	June & Dec.	"	"	1872	101			
2d Mortgage	300,000	7	"	New York.	1865		Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	"	1863	75			
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Tol. Nor. and Clev. 2d Mort.	176,500	7	"	"	"	1863	75			
2d Mortgage Coupons	250,000	7	"	New York.	1870	106	C. and T. Income Mortgage	66,150	7	March & Sept.	"	"	1863	75			
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	"	1864				
Boston and Lowell:							C. and T. Income (convertible)	169,000	7	"	"	"	1864				
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108	C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1845	70				
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	"	"	1870				
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110	C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	"	"	1885	120			
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	112	Columbus and Xenia:										
Buffalo and State Line:							Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.					
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108	Connecticut River:										
Income in '90, in '72	200,000	7	Jan. & July.	"	var.		Mortgage	250,000	6	March & Sept.	Boston.	1878	106				
Unsecured	200,000	7	"	"	1864		Connecticut and Passump. Rivers:										
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101				
Burlington and Missouri:							Cumberland Valley:										
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1804					
Cairo and Fulton (Mo.):							2d Mortgage	109,500	8	"	"	"	1904				
State (Mo.) Loan	650,000	6				'78-'79	Dayton and Michigan:										
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867					
English debt (S. F.) £451,093.	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,503,000	8	"	"	"	1881	100			
Converted sterling Loan	798,200	5	"	"	1863		Dayton and Western:										
American Loan	762,000	6	"	New York.	1864	105	1st Mortgage	289,000	7	March & Sept.	New York.	1882	50				
Extra Dividend Loan	354,488	6	"	"	1864		2d Mortgage	250,000	7	June & Dec.	"	"	40				
Loan for \$500,000	500,000	6	"	"	1867	105	Delaware:										
" " \$300,000	790,500	6	"	"	1870	111	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102				
" " \$375,000	675,000	6	"	"	1875	106	Guaranteed.	100,000	6	"	"	"	1875	105			
" " \$1,700,000	1,700,000	6	"	"	1883	108	State Loan	170,000	6	"	"	"	1876				
" " \$2,500,000	867,000	6	"	"	1889	109	Delaware, Lackawanna and W'n:										
Consolid. Mort. Loan \$5,000,000						109	1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112				
Camden and Atlantic:							1st Mortgage (E. Extension)	1,499,000	7	"	"	"	1875	116			
1st Mortgage Coupon	1,037,376	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500	7	March & Sept.	"	"	1881	118			
Catawissa:							Detroit and Milwaukee:										
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60				
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	"	1866				
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	"	1863				
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8	"	"	"					
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	103	Dubuque and Sioux City:										
2d Mortgage	600,000	7	May & Nov.	"	1875	110	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883					
Central Ohio:							Dubuque Western:										
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	1st Mortgage	344,000	7	"	"	"					
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94	Eastern (Mass.):										
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111				
2d Mortgage (S. F.)	950,000	7	"	"	1885	85	2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98				
4th Mortgage (S. F.)	1,385,800	7	"	"	1876	90	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107				
Charleston and Savannah:							1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71					
1st Mortgage (endorsed)	510,000	6					East Tennessee and Georgia:										
2d Mortgage	1,000,000																



## AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
<b>Galena and Chicago Union:</b>							<b>Memphis and Ohio:</b>						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	116	State [Tenn.] Loan	\$1,340,000	6				
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	"	1875	110 1/2	Michigan Central:						
Elgin and State Line	139,000		Jan. & July.	"	1879		1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	93
<b>Great Western, Ill.:</b>							1st Mortgage S'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,594,000	8	"	N.Y. & Boston	1869	125
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102 1/2	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	"	1882	130
<b>Hanibal and St. Joseph:</b>							<b>Mich. Southern and N. Indiana:</b>						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Land Security	3,544,500	7	April & Oct.	"	1881	116	Northern Indiana, 1st	42,000	7	Feb. & Aug.	"	1861	107
Convertible Bonds	822,000	7	Jan. & July.	"	1883	102	Erie and Kalamazoo	103,000	7	March & Sept.	"	1862	
<b>Harrisburg and Lancaster:</b>							Michigan Southern, conv.	16,000	7	"	"	1863	83 1/2
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112 1/2	Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1863	81
<b>Hartford and New Haven:</b>							Jackson Branch	81,000	7	"	"	1865	85
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	701,000	7	"	"	1865	103
<b>Houston:</b>							Detroit and Toledo	812,000	7	"	"	1876	106
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	1885	116
<b>Houston and Texas Central:</b>							2d General Mortgage	2,656,500	7	"	"	1877	100
State (1st Lien) Loan	210,000						<b>*Milwaukee and Beloit:</b>						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
<b>Hudson River:</b>							<b>*Milwaukee and Horicon:</b>						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	123	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	123	<b>Milwaukee and Prairie du Chien:</b>						
Convertible	1,002,000	7		"	1867	105	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	116
<b>Illinois Central:</b>							<b>Minnesota and Pacific:</b>						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	11,432,500	7	April & Oct.	London.	1875		1st Mortgage	350,000	7	"	"	1883	
Construction	2,896,500	6		New York.	1875	121	<b>Mississippi Central:</b>						
Eight per cent. bonds	287,000	8	March & Sept.	"	1865		1st Mortgage	1,007,363	7				
<b>Indiana Central:</b>							<b>Mississippi Central and Tenn.:</b>						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		State (Tenn.) Loan	529,000	6				
2d Mortgage	364,000	10	"	"		120	<b>Mississippi and Missouri:</b>						
Income	20,500						1st Mortgage (convertible)	1,000,000	7		New York.		
<b>Indianapolis and Cincinnati:</b>							2d Mortgage (S. F.)	400,000	8		"		
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	Okaloosa Division	500,000	7		"		
2d Mortgage	400,000	7	"	"	1862	100	1st Land Grant	2,000,000	7		"		66
Real Estate Mortgage	200,000	7	"	"	1868	68	2d Land Grant	700,000			"		
<b>Ind., Pittsburg and Cleveland:</b>							<b>Mississippi and Tennessee:</b>						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1885	
2d Mortgage	314,000	7	"	"			<b>Mississippi State Loan:</b>						
<b>Indianapolis and Madison:</b>							1st Mortgage	202,799	6				
Mortgage	661,000	7	May & Nov.	New York.	1881	83	2d Mortgage	171,000	7			1876	
<b>Jeffersonville:</b>							<b>Mobile and Ohio:</b>						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	City (Mobile) Tax Loan	400,000	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Tennessee State Loan	674,860	6				
<b>*Kennebec and Portland:</b>							Alabama State Loan	389,410	6				
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Income	1,508,070	8	Jan. & July.	New York.	61-'67	
2d Mortgage	230,000	6	"	Augusta.	1861		Sterling	878,035	6			1863	
3d Mortgage	250,000	6	"	"	1862		<b>Mississippi State Loan:</b>						
<b>*Kentucky Centr. (Conv. and Lex.)</b>							200,970	6					
1st Mortgage	160,000	6					<b>Montgomery and West Point:</b>						
1st Mortgage	280,000	7					Alabama State Loan	122,622					
2d Mortgage (convertible)	1,000,000	7					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
3d Mortgage	600,000	7					Mortgage	450,000	8			1866	
Guaranteed by Covington	200,000	6					<b>Mississippi:</b>						
Cincinnati (exchanged)	100,000	6					1st Mortgage	249,000	7				
<b>Keokuk, Ft. D. Moines and Minn.:</b>							<b>Nashville and Chattanooga:</b>						
City of Keokuk, 20 years	400,000	8					Mortgage (State endorsed)	1,500,000					
City of Keokuk, (special tax)	150,000	10					Chat. and Clev. Subc. (endors.)	231,000					
<b>Keokuk, Mt. Pleasant and Muscatine:</b>							<b>*New Albany and Salem:</b>						
Lee County	150,000	8					Crawfordsville	175,000	7				
City of Keokuk	200,000	8					1st Mortgage	500,000	10				
<b>La Crosse, Viroqua &amp; Mineral Pt.:</b>							1st Mortgage	2,235,000	6				
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		<b>N. Hav., N. Lond. and Stonington:</b>						
<b>Lehigh Valley:</b>							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110	2d Mortgage	200,000	6	Jan. & July.	"	1863	96
<b>La Crosse and Milwaukee:</b>							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			<b>New Haven and Northampton:</b>						
2d Mortgage (Eastern Div.)	1,000,000	7					1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			<b>New Jersey:</b>						
2d Land Grant (Western Div.)	353,000	7	"	"			Company's (various)	688,000		Semi-annually.	New York.	var.	102 1/2
3d Mortgage (whole road)	1,700,000	7					<b>New London Northern:</b>						
Unsecured Bonds	1,736,000	7					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
<b>Lexington and Frankfort:</b>							<b>N. Orleans, Jackson and Gt. North.:</b>						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74		State (Miss.) Loan	255,000	5			'63-'78	
<b>Little Miami:</b>							1st Mortgage Coupon	2,065,000	8	Jan. & July.	New York.	1886	
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103	<b>N. Orleans, Opelous and Gt. West.:</b>						
<b>Long Island:</b>							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New Orleans City Subscription	1,500,000	5				
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	101	1st Mortgage (S. F.)	568,000	8			1889	
Extension Bonds	175,000	7	May & Nov.	"	1890	101	<b>New York Central:</b>						
<b>Long Dock Co.:</b>							Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	112 1/2
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Buffalo & Niagara F. R. R. Bds.	24,000	7	Jan. & July.	"	1864	103
Mortgages on Land	473,809	7	"	"			Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	118 1/2
<b>Louisville and Frankfort:</b>							Exchanged S'ks (S. F.) Bds.	683,000	6	May & Nov.	"	1883	104 1/2
Louisville Loan	100,000		Jan. & July.	New York.	1881		" (S. F.) B. & N. F.	78,000	6	"	"	1883	
1st Mortgage	228,000		"	"	'63-'78		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	105
<b>Louisville and Nashville:</b>							Real Estate Bonds & Mortgages	210,278	7	var.	"	var.	
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		"	25,502	6	"	"	1883	101
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		Bonds of June, 1854	2,919,200	7	June & Dec.	"	1864	163
Lebanon Branch 1st Mortgage	400,000	7			var.		Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	"	1876	130
Memphis Branch 1st Mortgage	300,000	7			var.		Bonds of Dec. 1862 (S. F.)		6	June & Dec.	"	1887	114 1/2
<b>McMinnville and Manchester:</b>							<b>New York and Erie:</b>						
State (Tenn.)	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	"	1879	120
Mortgage	10,000	6					3d Mortgage	8,000,000	7	"	"	1883	121
<b>Marietta and Cincinnati:</b>							4th Mortgage	5,120,000	7	April & Oct.	"	1880	120
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105	5th Mortgage	1,739,500	7	June & Dec.	"	1888	114 1/2
1st Mortgage Sterling	1,000,000	7	"	"	1891		Buffalo Branch	200,000	7	Jan. & July.	"	1891	
<b>Memphis and Charleston:</b>							<b>New York and Harlem:</b>						
State Tenn. Loan	1,100,000	6			1880		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
1st Mortgage	1,900,000	7					2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
<b>Memphis, Clarkesv. and Louisv.:</b>							3d Mortgage	980,300	7	Jan. & July.	"	1867	108
State (Tenn.) Loan		9					<b>New York and New Haven:</b>						
							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1860	107 1/2
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1892	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupon)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6		"			Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (\$27,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6		"	1877		Coupon	150,000				1875	
N. C. Contract	7,100	6	Jan. Ap. Ju. Oc.	"	1875		Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	108 1/2	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	35
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	107	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7 1/2	"	"	1861	37 1/2	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	90 1/2	2d Mortgage	322,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	104 1/2	2d Mortgage	997,000	7			1866	
Chattel Mortgage	800,000	10	"	"	1887	123	3d Mortgage	1,000,000	7			1875	
Northern (N. H.):							Six per cents	422,324	6			1878	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	104	Sand'sky, Mansfield and N'wark:						
Norwich and Worcester:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Saratoga and Whitehall:						
Bonds for Dividend Scrip.	100,000	7	"	New York.	64-74		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1859	
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1856	
Ohio and Mississippi (O. and Ind.):							Seaboard and Roanoke:						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90	1st Mortgage	300,000	7			1880	
2d Mortgage	254,000	†	April & Oct.	"	1880		3d Mortgage	75,000	7			1870	
Construction	4,242,000	†	March & Sept.	"	1876	17	Dividend Bonds	123,083	7			1873	
Income	3,220,000	†	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	77	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"	87-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"		65	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Steubenv. and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	117	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,461,000	6	April & Oct.	"	1875	113	St. Louis and Iron Mountain:						
3d Mortgage	2,283,340	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.		90
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105 1/2	St. Louis City Subscription	600,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	74-75		Sunbury and Erie:						
2d Mortg. (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
Peoria and Oklawaha:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		St. Louis, Alton and Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
State (Va.) Loan (S. F.)	800,000	7					" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1859-70-75)	365,000	6				var.	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94 1/2
2d Mortgage (1862-70-72)	378,000	6				var.	" (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-68)	175,000	6				var.	" " Income (series E)	1,700,000	7		"	1894	86
Last Mortgage (1861 to 1869)	183,500	8				var.	Tennessee and Alabama:						
Phila. Germantown and Norristown:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1855 (nonconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
" 1856	182,400	5	"	"	1890	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1849	2,950,500	6	April & Oct.	"	1870	107	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	87
" 1861	110,000	6	Jan. & July.	"	1871	109	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1843	1,551,800	6	"	"	1880	102	Interest Bonds	151,830	7			85	
" 1844	810,000	6	"	"	1880	112	Vermont Central:						
" 1845	101,000	6	"	"	1880	110 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
" 1849	67,000	6	"	"	1880	110	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	36
" 1857 (convertible)	2,480,500	6	"	"	1886	140 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
" 1865	1,442,000	7	"	"	1886	125	Mortgage (coupons)	198,000	5	"	Richm'd & New York.	1872	
Phila. Wilmington and Baltimore:							Mortgage (coupons)	926,000	6	"	"	1884	
Mortgage Loan	2,400,500	6	Jan. & July.	Philadelphia.	1884	141 1/2	Virginia and Tennessee:						
Improvement	88,500	6	May & Nov.	Boston.	1863		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connelleville:							1st Mortgage	500,000	6	"	New York.	1872	80
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
" (series A)	875,000	7	Jan. & July.	New York.	1912	120 1/2	Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912	"	Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	880,000	7	Jan. & July.	"	1912	114 1/2	Watertown and Rome:						
" (series H)	880,000	7	Feb. & Aug.	"	1912	"	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
" (series I)	880,000	7	Mar. & Sept.	"	1912	"	Western (Mass.):						
" (series J)	880,000	7	April & Oct.	"	1912	"	Sterling (\$399,900)	4,319,520	5	April & Oct.	London.	'68-'71	
" (series K)	880,000	7	May & Nov.	"	1912	"	Dollar Bonds	850,000	6	"	Boston.	1875	110 1/2
" (series L)	880,000	7	June & Dec.	"	1912	"	Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
3d " (series M)	880,000	7	April	"	1912	98	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	115
" 29,420	29,420	8	May & Nov.	"	1865		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	568,000	7	May & Nov.	New York.	1866	69 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1858	144,500	6			1868	
1st Mortgage	1,300,000				1878		Company's endorsed by State	160,000	6			1878	



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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of shares.	
						Passenger.	Freight, etc.					Bonds and Mortgage Debt.	Floating Debt.	Gross.	Net.				Dividends.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,882	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '59	30.3				58.1	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852			
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,282			
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000	*						67.0	236,791	76,773	21,006			
1 May, '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000	*								1,402,555	695,370			
19 Feb. '60	88.6	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,260	6		
ARKANSAS.																						
3 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																						
1 Feb. '63	28.8		8.2		4	5	44	Danbury and Norwalk	344,475	66,483		307,010	100,000		418,825	28.8	47,301	61,516	36,019	5		
30 Sep. '62	122.4		15.0		16	20	241	Hartford, Provid. and Fishkill	3,992,356	302,511		1,936,740	2,087,500	211,574	4,443,654	122.4	229,088	801,402	128,918			
31 Aug. '63	61.4	1.6	64.6		18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000		4,181,255	73.0	404,297	658,459	593,153	17	142	
31 Dec. '62	74.0		8.9		11	11	256	Housatonic	2,489,775	*		2,000,000	240,000	61,872	2,625,236	124.0		284,485	70,137			
31 Dec. '62	57.0		1.3		7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	353,050	28,924	1,594,691	62.0		206,420	97,700	6		
31 Dec. '62	62.0		2.6				29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	166,429	1,614,967	62.0		127,390	135,072		117	
30 Nov. '63	81.8	5.3	0.3		3	8	12	New Haven and Northampton	2,305,204	28,748		1,010,000	650,000		2,363,942	66.0				34		
30 Nov. '63	66.0		6.9		6	12	105	New London Northern	687,152	*		602,152	75,200		687,152	66.0		156,468	189,425	60,708	60	
31 Mar. '62	61.3	1.0	63.8		28	74	407	New York and New Haven	4,643,832	712,493		3,000,000	2,000,000		5,754,362	117.4	618,110	1,036,437	454,096	12	160	
30 Nov. '63	59.4	7.0	8.3		16	17	363	Norwich and Worcester	2,463,985	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	54	110	
DELAWARE.																						
31 Oct. '60	84.3				10.7			Delaware	1,552,257	*		406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860	*	18,535	744,520		6,024	749,544	5.0		27,283	10,290	9		
FLORIDA.																						
30 Apr. '62	154.2				150			Florida	532,791	30,586		191,455	195,000	75,894	619,112	32.0		7,857	3,536			
30 Apr. '60	32.0		8.0		13.0	3	1	Florida and Alabama														
30 Apr. '62	59.9		5.0					Flo. Atlantic and Gulf Central														
30 Apr. '62	100.0	8.9	10.0	153.5				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125	
30 Jun. '60	92.6				8.7	70.9		Atlanta and Gulf-M. Trunk														
31 Dec. '60	53.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988				
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000	*		151,887				43.5			95,612			
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		8,123,343	332.0		1,159,188	525,043	8	100	
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,295	1,668,976	102.5	226,241	404,615	212,676	19	72	
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	190,621	1,473,140	71.6						
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	128.8						
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		832,343	454,541			
ILLINOIS.																						
31 Dec. '63	220.0				52	32	846	Chicago and Alton	8,280,639	*		4,205,939	4,055,000		9,392,415	281.0	1,002,440	1,673,706	701,866	24	90	
30 Apr. '63	138.0		26.0		73	46	1,249	Chic. Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594		13,179,500	263.0	1,308,148	2,412,821	1,204,039	8	123	
1 Apr. '63	242.0				36	23	705	Chicago and Northwestern	12,325,839	510,933		3,731,316	8,335,000	223,641	13,147,136	242.0		1,033,054	448,503		54	
31 Mar. '63	181.8				61	57	960	Chicago and Rock Island	7,069,728	*		5,603,000	1,467,000		7,743,039	228.4	1,030,884	1,159,188	525,043	9	100	
31 Dec. '63	121.0	138.7	50.0		74	81	1,459	Galena and Chicago Union	8,040,164	1,368,985	525,451	6,028,400	3,506,000		10,952,115	341.7	1,484,095	2,201,481	1,279,401	6	116	
31 May '63	174.5	5.5	14.3		21	22	504	Great Western	4,039,581	*		1,648,501	2,380,000		4,214,342	180.0		742,097	377,476		65	
31 Dec. '63	454.8	252.5			116	101	2,978	Illinois Central	28,610,229	*		19,015,970	17,320,000		36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	130	
31 Dec. '63	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0						
31 Dec. '63	195.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,600,000	*		3,900,000	6,700,000		10,600,000	209.0	18 mos.	2,202,415	704,550		61	
INDIANA.																						
31 Aug. '57	108.0							Cincinnati and Chicago	2,030,433	*		1,104,679	1,006,125			108.0						
30 Apr. '57	109.0							Evansville and Crawfordsville	2,233,413	2,750		986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,342			
31 Dec. '62	72.4				19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541		72	
1 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,639,900	1,383,284	140,639	3,458,108	110.0		448,858	230,834	9	100	
1 Dec. '62	84.0							Ind., Pittsburg and Cleveland	1,879,830	10,000		835,971	991,400	11,036	2,193,839	84.0		450,079	247,338			
1 Dec. '62	78.0		11.0		15	14	201	Jeffersonville	1,549,518	278,334		1,015,907	621,000		2,175,223	108.0		527,863	268,156			
1 Mar. '63	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,433,812	*		772,812	561,512		1,538,743	132.0		285,974	104,951		100	
30 Nov. '63	73.0				21	17	415	Louisv. N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,400		36	
30 Nov. '63	73.0							Terre Haute and Richmond	1,611,450	255,079		1,517,450	94,000		2,326,955	73.0	357,802	774,618	307,527	13	125	
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Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Cars.		Property and Assets.		Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.								
						Passenger.	Freight, etc.	Held and used in appurtenances.		Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.				Floating Debt.	Gross.	Net.						
																				No.	No.	\$	\$		
30 Nov. '02	55.0	—	—	6	4	74	MAINE.	1,050,000	*	—	151,833	444,638	306,584	757,381	36.5	76,844	79,761	43,461	—	—	—	—			
30 Jun. '02	149.0	—	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,478	149.0	oper. by	64,716	—	—	—	—				
30 Sep. '01	93.0	9.5	8.0	12	11	120	Kennebec and Portland	2,871,264	—	—	1,287,779	—	271,143	2,999,998	109.5	139,963	172,113	91,487	—	—	—	—			
31 May, '03	92.7	9.6	—	13	20	231	Maine Central	4,211,378	*	21,925	1,050,860	3,068,491	139,952	4,269,308	109.2	186,240	323,032	174,028	—	—	—	—			
31 May, '03	61.3	—	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	61.3	—	283,197	170,276	—	—	—	—			
31 May, '03	37.0	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	566,600	—	1,632,446	37.0	—	65,408	28,404	—	—	—	—			
30 Sep. '01	179.6	7.2	—	236	124	3,272	MARYLAND.	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	256.8	—	3,922,203	2,305,788	—	—	6	115 1/2			
30 Sep. '01	30.0	—	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,824,808	39.0	187,427	462,890	290,840	—	—	9	127			
31 Dec. '03	138.0	4.0	16.4	53	29	1,818	Northern Central	7,916,244	774,568	501,895	2,260,000	4,850,000	—	10,346,232	262.0	1,012,036	2,307,448	620,581	—	—	6	61 1/2			
30 Nov. '03	26.7	1.8	43.6	22	40	616	MASSACHUSETTS.	2,245,245	183,345	—	1,830,000	440,000	5,629	3,275,629	70.9	372,053	503,718	167,051	—	—	7	120			
30 Nov. '03	74.3	8.8	61.1	36	74	635	Boston and Lowell	4,880,349	448,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	432,656	—	—	8	139 1/2			
30 Nov. '03	47.0	7.0	32.5	26	41	239	Boston and Providence	2,962,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	583,727	89,729	—	—	8	157 1/2			
30 Nov. '03	44.6	24.0	60.1	80	63	313	Boston and Worcester	2,062,594	437,416	100,000	4,600,000	—	—	4,600,000	83.6	573,514	1,202,654	458,357	—	—	9	150			
30 Nov. '03	46.0	1.1	2.7	7	15	102	Cape Cod Branch	907,766	123,866	—	681,666	—	—	1,087,722	47.1	77,036	130,058	69,191	—	—	6	68 1/2			
30 Nov. '03	50.0	2.4	9.6	12	19	164	Connecticut River	1,614,375	187,558	—	1,691,100	250,000	—	1,943,286	52.0	169,351	344,194	168,008	—	—	6	110			
30 Nov. '03	44.2	30.6	27.6	29	71	424	Eastern	4,907,268	815,165	284,102	3,900,000	1,837,600	56,500	4,894,100	82.4	477,753	812,556	390,594	—	—	6	108			
30 Nov. '03	60.9	42.5	74.8	28	37	457	Fitchburg	3,189,861	860,149	—	3,000,000	—	—	3,874,507	93.4	389,738	732,262	328,043	—	—	6	126 1/2			
30 Nov. '03	12.4	—	2.3	2	4	26	Lowell and Lawrence	332,885	80,275	—	200,000	—	—	3,961	367,496	—	21,780	21,276	—	—	8	87 1/2			
30 Nov. '03	14.6	—	17.2	10	17	304	Nashua and Lowell	585,919	95,694	—	600,000	—	—	704,336	71.0	167,154	228,794	69,077	—	—	8	128 1/2			
30 Nov. '03	20.1	1.6	1.2	6	10	69	New Bedford and Taunton	480,190	62,518	14,000	500,000	281,000	—	785,500	36.7	41,995	164,207	64,797	—	—	8	87 1/2			
30 Nov. '03	53.0	—	0.7	4	6	69	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	58,233	—	—	6	144 1/2				
30 Nov. '03	79.6	7.8	26.5	25	64	503	Old Colony and Fall River	5,179,601	254,508	—	3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,065	411,544	—	—	6	126 1/2			
30 Nov. '03	43.4	1.0	14.9	13	16	368	Providence and Worcester	1,409,228	215,192	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,512	169,145	—	—	8	137 1/2			
30 Nov. '03	16.9	—	1.7	3	4	197	Salem and Lowell	381,470	82,543	—	234,305	226,900	1,388	471,692	—	17,520	17,252	—	—	8	110 1/2				
30 Nov. '03	11.1	0.6	1.2	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	—	—	8	110 1/2			
30 Nov. '03	6.1	—	—	—	—	—	Troy and Greenfield	1,903,260	—	—	923,942	979,308	—	3,821,695	77.3	112,506	271,815	140,136	—	—	4	43			
30 Nov. '03	69.3	8.0	—	16	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,746,504	218.0	1,275,929	2,439,838	1,232,831	—	—	9	166 1/2			
30 Nov. '03	156.1	17.3	126.6	73	63	147	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	1,746,504	218.0	1,275,929	2,439,838	1,232,831	—	—	9	166 1/2			
30 Nov. '03	45.7	—	9.8	10	12	146	Worcester and Nashua	1,116,597	116,000	—	1,141,000	108,700	39,891	1,273,159	46.7	188,647	251,024	132,153	—	—	6	90			
31 Mar. '03	93.5	—	5.6	14	10	232	NEW HAMPSHIRE.	2,550,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	—	247,279	124,400	—	—	6	62 1/2			
30 Nov. '03	63.6	—	8.0	18	16	246	Boston, Concord and Montreal	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	—	—	2	—			
31 Mar. '03	34.5	—	—	21	22	494	Concord (incl. Saco)	1,600,000	—	—	1,600,000	—	—	1,664,506	61.3	—	470,078	125,286	—	—	7	60 1/2			
31 Mar. '03	29.3	—	—	2	8	2	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	—	oper. by C'd	—	83,524	7,120	—	—	7	120			
31 Mar. '03	29.3	—	—	2	4	80	Merrimack and Conn. Rivers	698,258	*	—	598,588	568,000	—	—	52.7	—	37,791	11,913	—	—	—	—			
31 Mar. '03	69.2	12.0	12.6	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	62.0	—	366,846	153,718	—	—	4	89			
30 Apr. '03	24.7	—	2.2	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	—	24.7	—	81,121	13,183	—	—	—	—			
31 Dec. '02	64.2	—	8.1	—	—	—	NEW JERSEY.	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	—	259,921	113,533	—	—	10	190			
31 Dec. '02	63.9	32.2	—	—	—	—	Belvidere Delaware	5,000,200	—	3,971,080	5,000,200	8,620,181	—	124.2	—	3,040,148	1,728,548	—	—	10	190				
31 Dec. '02	60.2	—	—	—	—	—	Camden and Amboy	6,070,233	—	—	1,000,553	1,037,376	117,095	2,155,024	60.2	—	144,386	65,129	—	—	15	—			
31 Dec. '02	64.0	—	48.0	—	8	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,680,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,921	774,341	—	—	10	171		
31 Dec. '02	53.0	—	—	45.5	11	15	91	Morris and Essex	1,628,202	—	57,000	1,157,800	340,000	1,756,710	53.0	147,000	226,448	101,520	—	—	7	—			
31 Dec. '02	33.5	—	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.5	512,249	1,111,087	652,124	—	—	10	—			
31 Dec. '02	21.3	—	—	—	2	6	17	Northern New Jersey	422,297	—	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	—	165	—		
31 Dec. '02	—	—	—	—	—	—	Raritan and Delaware Bay	2,450,417	—	—	1,203,553	1,250,000	143,605	2,697,161	—	[2 mos.]	10,588	—	—	—	25	—			
31 Dec. '02	24.6	—	—	—	—	—	Warren	1,907,760	—	—	1,307,750	600,000	—	1,907,750	24.0	—	239,839	124,742	—	—	6 1/2	110			
31 Dec. '02	38.5	—	—	—	—	—	West Jersey	821,984	—	—	681,893	212,500	31,748	821,984	—	82,936	90,122	43,628	—	—	—	—			
30 Sep. '02	48.9																								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.			
PENNSYLVANIA.																							
31 Oct. '93	91.1	25.0	8.5		20	12	254	Atlantic and Great Western	3,169,516	525,000		1,362,218	3,849,500	41,864	6,268,582	116.1	115,932						
31 Oct. '93	24.5	24.9			19	13	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661	224			
31 Sep. '93	65.0	6.0			11	11	359	Catawissa	3,634,000			3,500,000	234,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	21			
31 Oct. '93	62.0	4.6		4.0	12	8	6	Cumberland Valley	1,181,037			966,900	270,000	16,481	1,248,381	152.0	165,712	276,338	118,193	8			
31 Oct. '93	110.7	2.8	47.2		74	20	4,839	Del., Lackawanna and West'n	7,015,294	2,160,538		5,698,250	4,571,000	1,006,961	18,276,201	202.0	1,469,494	1,757,088	828,148	9			
31 Oct. '93	35.8	1.1	3.2		7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	36.9	151,820	238,243	150,163				
31 Dec. '93	78.0	8.5			16	7	647	Elmira and Williamsport	2,083,607			1,000,000	1,000,000		1,000,000	18.6	144,871	344,790	110,806	37			
31 Oct. '93	18.6	4.6			7	4		Erie and Northeast	700,000			600,000	400,000		1,000,000	18.6	144,871	423,358	169,268	10			
31 Oct. '93	39.9	18.6	17.0		3	3	10	Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	oper. by Penn. R.R. Co.				7			
31 Oct. '93	32.0	1.3		44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163				
31 Oct. '93	31.3	14.5	10.5		14	2	100	Huntingdon and Broad Top	1,927,246			622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570				
31 Dec. '93	60.0	17.0			16	7	1,068	Lackawanna and Bloomsburg	2,892,846			710,000	1,929,065	68,832	2,707,898	80.0	335,700	478,118	243,838				
31 Oct. '93	46.0	34.0	32.0		19	12	1,209	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	886,844	1,320,068	774,074	10			
31 Oct. '93	28.3	6.5	8.0		10	1	61	Little Schuylkill	1,371,868			2,646,100	990,000	62,227	3,668,327	(Phila. & Reading R.R.)				7			
31 Oct. '93	24.5	100.0	93.3		31	1	51	Mine Hill and Schuylk. Haven	3,311,613			4,132,935			4,132,935	130.0	319,162	363,367	89,991	344			
30 Nov. '93	55.6	13.2	10.5		17	27	618	North Pennsylvania	6,485,709	404,764		3,147,750	3,104,287		3,252,037	68.8	274,900	511,096	278,391				
31 Dec. '93	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,048,814	3,643,484	2,883,457	13,430,250	10,969,124		35,245,668	356.9	5,211,202	1,891,413	5,111,412				
31 Oct. '93	17.0	7.0	42.0		16	41	101	Phila., Germant'n & Norristown	1,131,079	235,439		1,367,200	406,500		1,672,200	24.0	244,426	33,449	179,566	9			
31 Oct. '93	230.0	21.5	58.0		3	5	539	Phila. and (Sunbury) Erie	21,074,422	3,765,774	620,348	13,211,228	10,667,328		26,618,528	355.0	2,721,689	6,252,402	3,706,000	7			
30 Nov. '93	147.4	5.8	187.8		169	67	8,430	Philadelphia and Reading	6,133,822			999,200	250,000		1,249,200	28.2	137,074	614,060	353,648	10			
31 Oct. '93	28.2	1.9			36	98	828	Philadelphia and Trenton	8,745,500		351,129	7,460,000	1,017,500		8,477,500	200.5	647,029	2,540,248	1,602,119	10			
31 Dec. '93	95.9	51.4			64	89.5	11	Phila., Wilmington and Balt.	2,064,387		124,432	1,767,373	1,500,000	82,530	3,568,329	72.0	209,746	215,581	106,356	9			
31 Dec. '93	498.3	73.8			146	109	1,550	Pittsburg and Connellsville	18,191,294			6,164,532	12,935,173		19,932,741	468.3	3,472,914	5,132,934	2,106,823				
31 Dec. '93	28.0	6.2			5	1	484	Pittsburg, Ft. Wayne & Chicago	1,178,773	112,824		600,000	791,597		1,392,597	10.0	40,706	144,718	87,112	10			
31 Oct. '93	29.6	3.1			5	4	195	Shamokin Valley & Pottsville	730,967	106,553		367,300	396,500		763,800	29.6	75,358	126,693	59,970	7			
RHODE ISLAND.																							
31 Aug. '93	60.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000			1,508,000	256,300			62.0	297,700	415,809	199,155	6			
30 Nov. '92	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,229		437,17	8,600			13.6	23,954	25,594	6,739				
SOUTH CAROLINA.																							
31 Dec. '93	54.9				47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,005	1,099,536	51.9						
31 Dec. '93	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000			109.6		283,263	151,586	6			
1 Jan. '94	143.2	21.3						Greenville and Columbia	2,429,769	324,161		1,429,008	1,145,000	245,540		164.5		341,190	125,871				
23 Feb. '94	102.0							North-Eastern	2,011,552			985,743	960,410	108,172	2,067,325	102.0		220,014	96,145				
31 Dec. '93	136.0	106.0			62	59	790	South Carolina				2,643,833					1,499,636	701,943	7				
TENNESSEE.																							
30 Sep. '93	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
1859.....	30.0	1.8			12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,465				
1859.....	140.0	8.0			10	10	128	East Tennessee and Virginia	2,310,333	156,264		536,654	1,902,000	390,407		130.8	150,142	297,806	149,167				
1860.....	271.6	19.4	20.0		43	37	627	Memphis and Charleston	5,866,578	878,069	129,304	3,809,949	2,059,000	290,112	7,627,797	291.0		1,835,096	873,597				
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000									
1859.....	100.0	30.6	55.8					Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1859.....	59.0	40.1	7	5	119			Memphis, Clarksv. & Louisv.	1,137,400			798,285	554,949	135,518		59.4	69,870	177,256	60,029				
1859.....	47.4	2.3			4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	832,500	22,369		47.4	54,175	83,129	44,666				
1859.....	34.2	7.0			12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '93	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000			159.0		734,118	337,384	6			
1859.....	45.8	4.2	11.7		5	5	32	Nashville and Northwestern	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,958	87,243				
1859.....	30.0	0.6	8.0					Tennessee and Alabama				216,962	413,000	408,477		30.0		1,249					
TEXAS, (all aided by State).																							
-- '98	32.0							Buffalo Bayou, Braz. & Col'do								32.0							
-- '98	56.0							Galveston, Houst. & Henderson								56.0							
-- '98	50.0							Houston and Brazoria	1,250,000			275,000	240,000	171,550		50.0	31,300	32,670					
1 May '90	70.0	6.0	280.0		7	6	124	Houston and Texas Central	4,232,345			455,000	976,000	369,000		70.0	102,200	182,846	196,568				
-- '99	25.0							San Antonio & Mexican Gulf.								25.0							
VERMONT.																							
31 Aug. '93	110.3	6.6			8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647		1,280,400	800,000			90.7	99,639	208,867		66			
31 Aug. '93	119.6	16.0			20	18	543	Rutland and Burlington	3,989,708	556,275		2,233,376	3,183,038	663,019	6,379,434	119.6		394,393	322,928	61,280			
31 Aug. '93	62.5	4.0			12	9	198	Rutland and Washington	960,000			1,097,000				62.5	138,299	140,886	24,579				
31 May. '93	117.0	2.0	24.0		4																		

**PREFERRED AND GUARANTIED R. R. STOCKS.**

RAILROADS.	Amount of shares out-standing.	Div'ds		
		Rate.	Paid.	Price.
Atlantic & St. Lawrence (guarant'd.)	\$2,494,900	6	0	---
Berkshire (guaranteed)	600,000	6	7	---
Boston, Concord & Montreal (pref.)	800,000	6	6	70
" " (new pref.)	554,000	6	7	---
Buffalo, N. Y. & Erie, (guaranteed)	850,000	6	7	---
Camden & Atlantic (preferred)	620,800	7	7	21
Catawba (preferred)	1,150,000	7	7	42
Chemung (guaranteed)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Cheshire (preferred)	2,017,825	---	---	58
Chicago & Alton (preferred)	2,422,596	7	31	90
Chicago & Northwestern (pref.)	2,400,000	7	14	82
Cocheco (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (guar.)	49,200	6	---	---
" " (pref.)	883,000	6	---	60
Cumberland Valley (1st preferred)	241,900	8	8	---
" " (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	77
Dubuque & Sioux City (preferred)	1,987,514	7	7	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	500,000	---	---	54
Erie (preferred)	8,885,700	7	7	110
Hannibal & St. Joseph (preferred)	5,309,528	---	---	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	100
Houstonian (preferred)	1,180,000	8	4	103
Indianapolis & Madison (pref.)	353,900	8	8	---
Kennebec & Portland (preferred)	247,000	6	---	---
" " (new pref.)	125,000	6	---	---
Lackawanna & Bloomsburg (pref.)	600,000	7	7	77
Marietta & Cincinnati (1st pref.)	5,105,384	---	---	---
" " (2d pref.)	3,424,169	7	7	50
Michigan S. & N. Indiana (guar.)	2,883,600	10	---	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,255,000	7	7	82
New Haven & Northampton (guar.)	1,010,000	---	4	---
New York & Harlem (preferred)	1,500,000	8	8	133
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guaranteed)	630,000	---	8	---
Paterson & Ramapo (guaranteed)	248,000	---	6	---
Peoria & Bureau Valley (guar.)	1,200,000	---	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	98
Philadelphia & Trenton (guar.)	1,000,000	---	10	---
Pitta. Et. Wayne & Chicago (pref.)	2,000,000	7	7	100
Pittsfield & North Adams (guar.)	450,000	6	6	---
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	---	---
" " (preferred)	698,176	8	---	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	6	79
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guaranteed)	274,400	6	6	---
Vermont & Canada, (guaranteed)	1,600,000	8	8	---
Warren (guaranteed)	1,307,750	7	7	---
White Mountains (guaranteed)	200,000	5	5	---
Wrightav. Y. & Gettysburg (guar.)	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price
Cheapsapeake & Delaware:					
1st Mortgage.....	\$2,557,343	6	J. & J	1886	104
Cheapsapeake & Ohio:					
Maryland Loan, dollar.....	2,000,000	6	Qtrly.	1870	---
"    "    sterling.....	4,375,000	5	"	1890	---
Preferred bonds.....	1,700,000	0	"	18--	---
Bonds guar. by Virginia.....	200,000	6	"	18--	---
Delaware Division:					
1st Mortgage.....	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage.....	600,000	6	J. & D.	1865	110
2d Mortgage.....	300,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb RR.....	---	---	---	---	---
Erie and Penn.:					
1st Mortgage.....	752,000	7	J. & J.	1865	---
Interest Certificates.....	161,990	6	"	1868	---
Lehigh Navigation:					
1st Mortgage.....	2,796,682	6	M. & S.	1870	114
Monongahela Navigation:					
1st Mortgage.....	128,000	6	J. & J.	1863	---
2d Mortgage.....	57,000	6	"	1865	---
Morris:					
1st Mortgage.....	465,500	6	A. & O.	1876	108
2d Mortgage.....	294,750	6	"	---	108
North Branch:					
1st Mortgage.....	590,000	6	M. & N.	1876	34
Schuylkill Navigation:					
1st Mortgage.....	1,704,550	6	M. & S.	1872	102
2d Mortgage.....	3,980,670	6	J. & J.	1892	98
Improvement.....	698,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	---
Md' sig. loan converted.....	200,376	5	"	1865	---
Mortgage bonds.....	968,000	6	"	1873	66
Preferred Interest b'ds.....	227,569	6	"	1873	77
Union, (Pa.)					
1st Mortgage.....	2,500,000	6	M. & N.	1883	25
West Branch & Susqua'nd					
1st Mortgage, s'kg fund.....	450,000	6	J. & J.	1874	78
Wyoming Valley:					
1st Mortgage.....	750,000	6	J. & J.	1873	103

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p c	\$
Chesapeake and Delaware.....	100	1,343,563	—	75
Chesapeake and Ohio.....	100	8,224,595	—	—
Delaware Division.....	100	1,635,350	—	43
Delaware and Hudson.....	100	7,500,000	7	230
Delaware and Raritan.....	100	2,298,400	10	230
Erie of Pennsylvania.....	50	68,000	—	—
Illinois and Michigan.....	—	—	—	—
Lehigh Navigation.....	50	2,479,950	6	74
"    (Grip).....	50	1,803,000	—	—
Monongahela Navigation.....	50	726,800	—	—
Morris, (consolidated).....	100	1,025,000	—	86 1/2
"    (preferred).....	100	1,175,000	10	140
North Branch.....	100	—	—	—
Sault Ste Marie.....	100	—	—	—
Schuylkill Navigation (consolid.).....	50	1,932,487	—	31 1/2
"    (preferred).....	50	2,722,097	—	40 1/2
Susquehanna and Tide Water.....	50	2,048,230	—	20
West (preferred).....	50	2,750,000	—	40
West Branch and Susquehanna.....	100	1,000,000	6	136
Wyoming Valley.....	104	500,000	6	75

### Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

**IRON—DUTY:** Bars, \$17 to \$25; Railroad, \$13 50; Boiler

Plate, Band, Hoop and Split, \$25; Pig, \$6 per ton; Polish- ed Sheet, 24 cents per lb.	
Pig, Scotch, No. 1.....(cash)..... per ton	60 @ 62 --
Pig, American, No. 1.....	59 @ 60 --
Bar, Swedes, assorted sizes (in gold).....	@ 60 --
Bar, English, Refined.....	160 @ 165 --
Bar, English, common.....	150 @ 155 --
Sheet, Russia..... per lb.	25 @ -- 30
Sheet, English, Single, Double and Treble.....	84 @ -- 104
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under, 14 cents; over 7 cents and not above 11, 24 cents per lb.	
English, Cast..... per lb.	24 @ -- 31
English Spring.....	16 @ -- 19
English Blister.....	20 @ -- 28
American, Blister.....	12 @ 14 14
American, Cast, Hammered.....	24 @ -- 28
American, Cast, Rolled.....	14 @ -- 24
American Spring.....	14 @ 17
German.....	14 @ -- 22
Milan (in bond).....	12 @ --

**COPPER—DUTY :** Pig, Bar and Ingot, 2 ; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New.....(suits).....	per lb.	@	55
Sheathing, &c. Old.....(cash).....		@	40
Sheathing, Yellow.....		@	38
Pig, Chile.....		@	55
Bolts.....		@	55
Braziers'.....		@	55
American Ingot.....(cash).....		43 1/2 @	46 1/2
LEAD—Duty: Pig, \$1 50 per 100 lb.; Pipe and Sheet, 24 cents per lb.			
Galena.....	per 100 lb.	@	—
Spanish.....	13	62 1/2 @	13 75
German Refined.....	13	62 1/2 @	13 75
Eng. lah.....	13	62 1/2 @	13 75
Bar.....	per lb.	@	16
Pipe and Sheet.....		@	17
TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plate, 25 per cent. ad val.			
Banca.....	per lb.	65 @	66
Straits.....		55 1/2 @	56
English.....		54 1/2 @	55
Plates, Charcoal I. C.....	per box 19	@	19 50
Plates, I. C. Coke.....	16	50 @	17 25
Terne, Coke.....	14	50 @	15 25
Terne, Charcoal.....	17	@	—

NAILS—DUTY: Cut,  $1\frac{1}{4}$ ; Wrought  $2\frac{1}{4}$ ; Horse Shoe 4  
cents per lb.

Cnt. 4d @6d.....(cash).....	per 100 lb.	7	@	—
Clinch.....(cash).....		8	@	9
Horse Shoe, Forged.....(cash).....	per lb.	32	@	38
Wrought, English.....(cash).....		—	@	—
INDIA RUBBER—Duty: 10 per cent. ad val.				
Para, Fine.....	per lb.	—	@	1
Para, Coarse and Medium.....		52	@	90
East India.....		—	@	—
Carthagen, &c.....		50	@	55
Guaymas.....		40	@	—
PETROLEUM—Duty: Refined, 10 cents per gallon.				
Crude, 40 @47 gravity.....		45	@	46
Refined, free, L.S. to pr. Wh. (110 @120 test).....		75	@	76
Refined, in bd. L.S. to pr. Wh. (110 @120 test).....		66	@	67
Naphtha, Refined, (60 @63 gravity).....		35	@	37
SPELTER—Duty: In Pigs, Bars and Plates, \$1 25 per 100 lbs.; Sheets, 2 cents per lb.				
Plates, Foreign.....(cash).....	per lb.	14	@	14
ZINC—Duty: Pig or Block, \$1 25 per 100 lb.; Sheets, 2 cents per lb.				
Sheet.....	per lb.	13	@	13

**New York Stock Exchange.**

*Actual Sale Prices for the week ending June 15.*

Th 9. F. 10. Sat. 11. M. 13. Tu. 14. W. 15.

American Coal Co.	96	109	110	96	97	110
Buffalo, N.Y. & E., 1M.	108					
California 7s	138					
Canton Co.	42	45	42	41	41	41
Central Am. Transp.			40	39		41
Chicago & Alton	" pref.	90				
"	" 1M.	96	97			
"	" Inc.b'ds	110	111			
Chicago, Burl. & Q.	" 8 p.c.	127	127	128		
Ohio, & Northwest	" pref.	55	54	54	54	54
"	" 1st M.	100	101	100	100	100
"	" 2d M.		103	102	102	103
"	" S.F.					
"	" A.B.					112
"	" I.B.					
Chicago & Rock Isl.	" 1st M.	113	115	115	115	116
Clev., Col. and Cin.		166				
Clev. and Pittsburgh	" 1M.	112	114	113	112	113
"	" 2M.					
"	" 3M.					
"	" 4M.			92		
Clev. and Toledo	" S.F. 7 p.c.	148	145	147	149	151
Cumberland Coal, pref.	82	80	79	78	78	78
Del. & Hudson Canal	233	234	234	236	235	
Del., Lack. & West.	" 1M. 8 p.c. '71-5.					
"	" 2M. 8 p.c. '81					
Erie	" pref.	112	112	111	111	113
"	" 1M. 7 p.c. '67.	112	110	110	110	110
"	" 2M. 7 p.c. '79.					
"	" 3M. 7 p.c. '83.				121	
"	" 4M. 7 p.c. '80.					120
"	" 5M. 7 p.c. '88.					
Galeana and Chicago.	" 1M. 7 p.c. '63					
"	" 2M. 7 p.c. '75					
"	" 1M. Ex '82.					
Hann. & St. Joseph.	" pref.	60				
"	" bonds.					
Hudson River	" scrip.	146	145	143	142	145
"	" 1M. 7 p.c. '69.				93	95
"	" 2M. S.F.					
"	" 3M. 7 p.c. '75					
"	" conv. bonds					
Illinois Central scrip.	132	132	130	129	129	105
"	" full stock.					130
"	" Can.b'd.sc.					
"	" bonds.	121				
Marietta & Cin. 1st pref.	70	75	75	77	77	77
"	" 2d					
Mariposa Mining Co.	46	47	49	48	49	50
Michigan Central.	145	145	144	144	144	148
"	" S.F. 3 p.c. '82					
"	" conv. 8 p.c. '69					
M. S. and N. L.	" guar'd. 141	142	96	96	96	96
"	" 1M.S.F.	116				
"	" 2M.					
Min. and P. du Chien.	68	70	68		68	68
"	" 1st pref.					
"	" 2d pref.	90				
"	" 1st M.				116	
Minnesota Mining Co.						
Miss. & Mo.	" L.G.bonds.	65	65	65	65	
Missouri 6s	70	71	70		70	
"	" ins. to H. & St. J.R.			92		
"	" Pacific.	78	77	77		77
New York Central.	133	133	132	132	132	132
"	" 7s, 1868					
"	" 7s, S.F. '76					
"	" 7s, conv. '76					
"	" 6s, S.F. '83			111		112
"	" 6s, S.F. '87. 111	111				
N. York & Harlem	260	285	284		285	
"	" "pref."					
"	" 1M. 7 p.c. '78					
"	" 2M. 7 p.c. '64					
"	" 3M. 7 p.c. '67	108				
Ohio & Miss. cer.	52	53	53	53	53	53
Pacific Mail S.S. Co.	260	270	290	300	295	
Panama						
Penn'a Coal Co.				210		210
Phila. and Reading	143	144	141	141	141	141
Pitta. Ft. W. & Chicago	117	119	115	115		115
"	" 1M. 122		121	120	120	
"	" 2M. 114	114		114	114	
"	" 3M.		98			
Quicksilver Mining Co.	75	76	75	75	74	74
St. L., Alton & T. H.	" pref.	63	65		61	
"	" 1M.	79			79	
"	" 2M.					
"	" 2M. pref.	94				
"	" Inc.b'ds			86	86	
Tennessee 6s, 1890.	59	69	69		69	
Toledo & Wabash	" Pref.					
"	" 1M.					
"	" 1M. ex.			104		105
"	" 2M.	86			87	
"	" Int.b'ds					
Virginia 6s						



## New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

Th.9. F.10. Sat.11. M.13. Tu.14. W.15.

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	103	---	103	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---
U. S. 5s, 1861, reg.	---	---	---	107	---
U. S. 5s, 1861, cou.	113	113	113	113	113
U. S. 5s, '81, O.W.Ly.	---	---	---	---	---
U. S. 5s, 1851, " 4y.	---	---	---	---	---
U. S. 5s, 1867, reg.	---	---	---	---	---
U. S. 5s, 1867, coup.	---	---	---	120	---
U. S. 5s, 1868, reg.	---	---	---	---	---
U. S. 5s, 1868, coup.	---	---	---	---	---
U. S. 5s, 1 year certif.	97	97	97	97	97
U. S. 5s, 5-20s, coupon	105	105	105	105	105
U. S. 5s, " reg.	105	---	105	---	105
7.30 Notes, Feb. & Aug.	---	---	---	---	---
" Apl & Oct.	108	---	107	---	107
American Gold	193	193	193	---	197

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 14.

W.8. Th.9. F.10. Sat.11. M.13. Tu.13.

Beaver Meadow	85	---	---	---	86
Cattawissa	---	---	---	20	---
" preferred	42	43	42	42	42
Camden & Amboy	190	190	---	---	---
" " 6s, '87	---	---	---	---	---
" " 6s, '70	---	---	---	---	111
" " 6s, '75	---	---	---	---	---
" " 6s, '83, 100	---	---	---	106	---
" " 6s, '89	---	---	---	---	---
Chester & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	43	---	---	43	---
Elmira & W'mport	---	---	---	---	---
" " pref. 54	---	---	113	---	54
" " 10s	77	---	---	---	---
Harrisburg	---	---	---	---	---
Lehigh Navigation	75	---	---	---	---
Lehigh Valley R. R.	92	---	---	---	---
" scrip	---	---	---	---	---
" " 6s	---	---	---	---	---
Little Schuylkill R. R.	49	49	51	51	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	64	64	64	---	---
Morris Canal	---	---	---	---	87
" pref.	---	---	---	---	---
" " 6s '78	---	---	---	---	---
North Pennsylvania	33	---	33	---	33
" " 6s, 104	---	---	---	---	---
" " 10s	124	---	---	---	---
Northern Central	59	---	61	60	61
Pennsylvania R. R.	71	71	71	71	71
" 1st m.	---	117	117	---	---
" 2d m.	113	113	---	113	---
Penn. State, 5s	---	---	100	---	---
" " 6s, coupon	---	---	103	103	103
" " 6s	---	---	---	---	---
Philadelphia City, 6s	103	---	103	---	103
" " new	---	106	106	---	106
Philad. Germ. & Nor.	60	---	60	---	60
Phila. & Reading	70	71	73	70	70
" " 6s, '88	---	---	---	140	---
" " 6s, '70	107	---	---	---	---
Philadelphia & Erie	---	34	34	34	---
" " 6s	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	---	32	---	32	---
" " pref. 40	---	41	42	41	---
" " 6s '82	97	---	---	---	---
" " 6s '76	---	---	---	---	---
" " 6s '72	---	---	103	---	---
Sunbury and Erie, 7s	---	110	---	---	---
Susq. Canal	21	---	21	22	---
" " 6s '78	66	---	66	---	66
" " scrip	---	---	---	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s '83	23	23	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" " bonds	---	---	---	---	---
Aroh street, (Horse)	---	34	---	---	---
Chestnut & Wal.	---	---	63	---	---
Green & Coates	---	40	---	---	40
Race and Vine	---	---	---	---	---
2d and 3d streets	77	77	---	---	---
Spruce & Pine	---	---	---	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 14.

W.8. Th.9. F.10. Sat.11. M.13. Tu.14.

Baltimore City 6s, 1875	---	113	---	114	113
" " 1880	---	---	---	---	---
" " 1870	---	---	---	---	---
" " 1890	---	115	---	---	---
Balt. and Ohio	---	---	115	---	117
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	---	---	---	---	---
" " " '80	---	---	114	---	---
" " " '85	---	---	115	---	---
Northern Central	59	60	---	61	---
" " b'ds, '85	---	---	---	---	---
" " " '90	---	---	---	---	---

## Boston Stock Exchange.

Actual Sale Prices for the week ending June 15.

Th.9. F.10. Sat.11. M.13. Tu.14. W.15.

Boston and Lowell	---	---	120	---	---
Boston and Maine	127	129	129	---	---
Boston and Providence	157	---	---	---	157
Boston and Worcester	150	150	---	150	---
Cheshire, pref.	---	58	58	---	58
Concord	---	---	60	---	---
Connecticut River	---	---	---	---	---
Eastern, Mass.	108	---	108	108	108
Eastern, N. H.	---	---	---	---	---
Fitchburg	---	126	126	---	---
Manchester & Lawrence	---	---	---	---	---
Michigan Central	---	146	---	---	---
Northern, N. H.	89	---	---	---	---
Old Colony and Fall R.	---	126	126	---	---
Ph. Wil. & Baltimore	74	---	74	---	74
Port'd, Saco & Ports	---	112x	---	112	---
Vermont & Canada	115	---	114	115	114
Vermont & Mass.	42	43	43	---	43
Western	---	---	---	---	---
Broadway (Horse)	---	---	---	---	---
Cambridge	---	125	125	---	125
Metropolitan	---	66	66	66	---
Middlesex	---	90	---	---	90
Central Mining Co.	---	---	---	---	---
Franklin	---	51	52	54	53
Isle Royale	---	23	24	23	---
National	---	---	---	---	31
Minnesota	---	---	---	---	58
Powabic	---	62	63	65	64
Pittsburg	---	---	---	95	---
Quincy	---	91	---	---	94
Rockland	---	---	15	15	15

## London Stock Exchange.

The following were the closing prices for American Securities on the 31st of May:

Maryland 5s	67	to	69
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do. Pennsylvania do. do.	71	"	73
Erie shares, \$100 (all paid)	56	"	57
Do. 7s, preference	60	"	55
Do. 7s, 1st mort., 1867	60	"	65
Do. 7s, 2d mort., 1859	63	"	66
Do. 7s, 3d mort., 1883	50	"	55
Do. 7s, 4th mort.	50	"	55
Do. 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	60	"	65
Do. do. \$100 shares, \$90 paid, dis.	29	"	27
Do. do. \$100 shares, all paid	63	"	65
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1889	63	"	68
Do. do. S. F. 1st mort., do. '82, x. c.	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. \$100 shares	---	"	---
New York Central 6s, S. F., 1883	63	"	55
Do. do. 7s, 1864	60	"	52
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. \$100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. \$50 shares	80	"	85
Philadelphia and Reading, \$50 shares	28	"	32

## American Railroad Journal.

Saturday, June 18, 1864.

## Stock Exchange and Money Market.

One of the unfounded assertions of the day, which nevertheless finds credulous believers, and which to a certain extent produces the effect designed by those who make it, is that all other property is depreciating in the same ratio that gold advances in price, and therefore if the war continues much longer, and more paper money becomes necessary to meet its outlays, property owners are generally likely to be ruined. The intention of those who use this argument in the money market and stock exchange is a sinister one, and but is nevertheless "a weak invention of the enemy," designed to dishearten the loyal states in the prosecution of the contest, and is as without truth or basis, as the cause for which the deception is practised. Nothing is more untruthful or dishonest than to assert or even insinuate that the price of gold is the barometer of values.

It is no more an indication of the capacity, property, wealth, resources or commerce of a nation than a yard measure is of the value of a railway. The actual possession of the article of gold no more enriches a country, than the possession of a fortune did the miser John Elwes. Its real value is in its universal reception as a medium of exchange, and standard of values, and even then not nearly so convenient or as safe as what are called Merchant's bills of Exchange, which do the same office, and if lost or mislaid can be replaced. The gold that "goes down in ships" never comes back again, but a bill of exchange is good for at least three any such mishaps, and as many more as are capable of explanation. But gold is not the standard of positive values in fixed properties, except when about to be exchanged, and this is practically seen in all the transactions of life. If a person has an estate which suits him and is adapted to his especial comfort or wants, it is a matter of indifference to him what the market value of it may be. It is a common, indeed proverbial expression, as well understood in the street as any where else that "no money can buy it." Nor is there money enough in the world to purchase the world, if such a thing were proposed. No country's wealth is measured by the amount of gold it contains. It is only as the counters in the game of life with which the players keep their tallies.

The actual amount of coin in the United States at the breaking out of the rebellion was variously estimated. Our most careful statisticians disagreed in relation to it. In some periodicals of authority it was estimated to have been as much as seven hundred millions of dollars, but on the other hand it was placed at as low a figure as two hundred and forty-three millions. Perhaps the estimate of three hundred and fifty millions adopted by other calculators of well known caution is nearest the truth. Adopting this sum therefore as the correct one, what do we find its relations to be with the sum of the actual wealth of the Country. We are fortunately not without ample means of ascertaining them. The census gives us precise information, with this exception, that it is below rather than above the truth, in its return of values. For it is a notorious fact that our taxation is always made on assessments below the value, and that no real estate can any where be purchased at a voluntary sale for the price at which it is assessed and taxed. Especially so in our commercial cities and agricultural districts. It appears then that by the census of 1860, the real and personal property of the United States was returned at \$14,183,215,628 having increased 129 per cent. from the previous census of 1850. And this estimate made no account of the annual values produced per capita beyond the actual consumption of the people nor of the vast amount of mechanical products which fall below the annual value of five hundred dollars, nor of the paid labor which enters into the enhanced value of repaired buildings, railways, ships, canals, cleared lands, workings in the mines and forests, although it is counted in, in the final products of these industries, and makes in many instances the real price. We are therefore sure that we have not over-rated ourselves in this last census report. It appears that the total of the real and personal property in the Union, was something over fourteen thousand mil-

lions of dollars, of which the Loyal States held ten thousand seven hundred millions. And at the same time there were but three hundred and fifty four millions of coin in the whole country. In other words the coin was but about  $2\frac{1}{2}$  per cent of the real value of the whole property. No one will contend that this was all it was really worth. Would any sane man be willing to part with his own possessions at that rate?

We presume not, nor will any sane man contend that this  $2\frac{1}{2}$  per cent on gold was all that each dollar of property was worth in 1860. If so, the Country was bankrupt and rotten before the war broke out, and always has been bankrupt, and if we apply the same rule of valuation to France and England, they too are deplorably ruined, and pauperised beyond the hope of recovery. We doubt whether any of the philosophers or bullionists who have set afloat, and pretend at this moment to believe in this doctrine, that a thing is only worth what it will in any moment bring in gold, would be very willing to sell their possessions at any such rate as two and a half per cent of their taxable value. If they are willing to test the truth of their theories by their conduct, they can doubtless be accommodated at once with purchasers. We have no idea, however, that these theorists are ready to verify their theories in their own persons, and we hope no one will be deluded by the assertions of those who are operating in the gold market by such false pretences.

The gold bill as it is called has passed Congress by a decided majority and will undoubtedly become a law. It has been seriously debated whether it is wise to check by legislation the course of trade or business in any article of commerce, since it has been found that human ingenuity and selfishness will always circumvent the law, if it is their interest to do so. The transactions in gold or money generally are held to be beyond the reach of legislation and had better be let alone. Thus, too, usury finds in this argument one of its most usual supports. But the violation of law is no reason why there should be no more law making. Because men will evade the laws, it is no reason in favor of abolishing them altogether. Now the dealing in gold as it is improperly called, which is aimed at by this bill, is no real dealing at all. It is gambling of the worst and most demoralising description, not only founded on misrepresentation, false rumors, not only appealing to the ignorance and credulity of men, but founded upon treasonable successes, and rebel pertinacity for the greater part of its gains. It is a fraudulent traffic, carried on without real capital, without the article sold or purchased on hand, without delivery or the intention of delivery, and it is of a baser and meaner character than the lowest game which is played among the admirers of Hoyle, or the practitioners of the sweating cloth.

That we have laws against ordinary gambling is well-known, and that we should have even more stringent ones in regard to gold gambling, no one can doubt, when he reflects that a half crazed collection of boisterous operators, amounting to a hundred or more people, whether on the curbstone, or in their gold room are able by their combinations so to gull the public as to make them pay nearly 200 for gold which they do not want, treble the prices of food and clothing, double the

cost to the Government of all that it requires to carry on the war, and afford thereby real encouragement and support to the rebel cause, otherwise in despair long ago. To dignify these false transactions in gold with the respectable, the honorable title of commercial, or the name of legitimate, is to abuse the English language. If small gamblers with ordinary dice or cards are offensive to the eye of the law, these men with loaded dice and marked cards whose purpose is to destroy the Union, are fit subjects for the law, and a very stringent law. Indeed the same day when the passage of the bill in the House was known in this city, the price fell several per cent. The restrictions are contained in six sections, and while they do not apply to any ordinary *bona fide* purchase or sale of gold they are prohibitory of all other kinds. Thus time sales either for money or foreign exchange, are forbidden in any form or manner, and no contract for gold or silver, or foreign exchange can be made between parties anywhere else than at the ordinary place of business of the seller or purchaser. Fines and imprisonment are declared to be incurred by the violators of the law. It is to be seen how far it can be evaded with impunity. If it creates distrust among the operators themselves, it may be quite effectual in its results. At all events as the business is carried on, it is doing infinite mischief to the country; it is purely speculative in its fluctuations and managements, it flourishes only by fraudulent exaggerations, and if moral evils and political wrongs come within the range of lawful legislature, we think that gambling in gold, and usurious contracts dependent on it, particularly at so critical a time as the present, may be very properly the subject of Congressional action.

The offers for the loan of seventy-five millions are understood to have been very large and at fair prices for the Government. The arrangements for the subscriptions were very liberal on the part of the Treasury. The 2 year 5's are receivable as par and interest, and thirty millions of these notes have already been withdrawn from circulation and cancelled. Depositors of temporary loans at the Sub-Treasury can use these certificates in payment of the instalments and without sacrificing the interest due, and those who wish to pay up in full, can do so at once and save the interest. Rumors are still rife that a large foreign loan has been tendered to Mr. Chase. The Albany Evening Journal, supposed to be in the confidence of the Secretary of the State announced a few days since as a fact, that a loan of one hundred millions had been offered from Holland and accepted. That some propositions of this kind are under consideration at Washington, we understand, but there is grave doubt expressed whether the United States should ever again make any of its interest payable abroad. It is an admission of the claim of Europe to be at the head of the world's finance, a proposition which one of these days we shall dispute if not now. It also creates a periodical demand for specie remittances as dividends, which are thought to affect the markets unfavorably, and it is a tribute to foreign capital which its recent shyness does not entitle it to receive.

On the other hand, it is considered that a foreign loan with the interest payable abroad is taking a bond against foreign intervention and future diffi-

culty, and that the immediate realization of the proceeds in coin and its shipment to the United States, to the extent mentioned, would save our currency from farther depreciation, save the Government several millions of dollars in its expenditures, and the people millions more in the price of the cost of the necessities of life.

Congress continues to delay its action on many important subjects, especially with regard to taxation. This cannot be enforced too soon. It is said Mr. Chase recommends a large increase of the income tax. This is the fairest, yet the most difficult of all taxes. It is really no tax on the poor, yet it is always felt most by those in middling circumstances. One thing is very certain. If by an income tax of 10 per cent., revenue enough could be ensured to allow a reduction of duties, for example, on sugar, tea and coffee, no greater boon could be granted to the people at large. And we must not forget another fact, that for all we pay in taxation, if it is sufficient to meet the Government wants, we shall gain in the fall of prices of necessities. The man who paid 10 per cent. income tax, might find he was after all saving 2 or 300 per cent. in food, clothing and labor. Congress is therefore greatly to be censured for so long delaying the passage of the important financial measures before it. The expedients of borrowing without providing the means of payment are not only unsound, but discreditable to the party which practises them, and will overthrow any system which has not the courage to avoid it.

Government stocks are a shade lower and will remain so till the new loan is accomplished. Other securities are dull for the same reasons. Railway shares are steady and bonds are firm. The money market is well supplied, but the rates are somewhat higher in consequence of the large absorption by the Treasury.

It is calculated that the product of the gold mines on the Pacific coast for the present year will be fully equal to sixty millions of dollars, and the calculation is based upon the yield already ascertained between the 1st of January to the 1st of May which amounts to \$24,429,906, against \$18,095,705 for the same period last year. The Government share of this arising from the Customs at San Francisco estimated at about \$10,000,000 per annum will very soon be brought direct to New York in revenue cutters from Aspinwall.

Some important changes have occurred in the direction of the Hudson River Railroad. The prevailing interest now in charge is the same as that which controls the Harlem, and it is thought important measures favorable to both companies will follow the change. Thus in the three principal railways in this State material changes have taken place, tending we have no doubt to a greater unity than hitherto prevailed in their policy.

The balance in the Sub-Treasury on Tuesday was \$45,340,327 87.

The last week's exports of domestic produce and miscellaneous goods (exclusive of specie) have been very heavy, amounting in value to \$5,231,326, and including to Liverpool \$1,503,645, and to London \$1,186,826.

The total value of foreign exports from the port of Baltimore for last week was \$234,681.



The total value of foreign goods imported of the port of Boston for the week ending June 10, was \$437,604, against \$411,338 for the corresponding week in 1863.

The total value of exports from Boston for the week ending June 10, were \$348,311, against \$253,489 for the same week in 1863.

Exchange sold on Tuesday at 216½ for currency.

The news from Europe shows great uncertainty as to a peaceful solution of the Danish difficulties. The Danes express no determination to submit to dismemberment.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Illinois War Loan, 98; Michigan 7s, War Loan, 104½; Illinois coupon bonds, 1879, 103; Indiana 5s, 90; North Carolina 6s, 58½; Indiana 2½s, 65; Marietta and Cincinnati 1st mort., 105; At. and Gt. Western (Ohio div.), 99½; Buffalo, N. Y. and Erie 2d mort., 102½; Norwich and Worcester, 110; Ohio and Miss. pref. cer., 92; Nicaragua Transit, 6; Mariposa 1st mort., 98; Central Coal, 76; Wyoming Valley Coal, 64½; Ashburton Coal, 22; Copake Iron, 10; Bucks Co. Lead, 1¼; Quartz Hill gold, 12; Metropolitan Gas, 130; Saginaw Land and Mineral Co., 5; Rutland Marble, 19; St. Nicholas Bank, 103; Bank of Commerce, 112; 4th National Bank, 99½; Bank of New York, 117½; Hanover Bank, 109; Ocean Bank, 95; Bank of America, 133¼.

**Philadelphia.**—Huntingdon and Broad Top, 35½; do., 2d mort., 100; Tioga R. R. 7s, 110; Camden and Amboy mort. 6s, 109¾; North Penn. Chattle scrip, 95; Pennsylvania 6s, War Loan, 107½; Allegheny Co. coupon, 5s, 80; do., scrip, 83; Pittsburg coupon 5s, 79; West Branch Canal, 136; Union Canal, 2¾; West Philadelphia R. R., 72½; 13th and 15th streets, 34; 5th and 6th streets, 65; 10th and 11th streets, 51; Green and Coates street bonds, 110; Hazleton Coal, 80; Fulton Coal, 9¼; Green Mountain, 7; Big Mountain, 9; New York and Middle Coal Fields, 19½; McClintock Oil, 5; Feeder Dam Oil, 1½; Organic Oil, 1¼; Oil Creek, 6; Irwin Oil, 5; Mineral Oil, 2½; McElhenney, 4¾; Dinmore Oil, 4½; Olmstead Oil, 4½; Dalzell Oil, 5½; Noble and Del., 15; Etna Copper Mining, 15¾; Penn. Copper, 10; Merrimac, 4¼; Amygdaloid, 34; Connecticut, 1¼; Mechanics' Bank, 23½; Western Bank, 76; Northern Liberty Bank, 76½; Consolidation Bank, 34¼; Commercial Bank, 56; North American Bank, 113½; City Bank, 55¼; Louisville Bank, 109. The latest quotations are: City 6s, 103¾@104; do., new, 106½@106¾; State 5s, 100@100¼; do., coupon 103@103¼; do., 6s, 1879, 107@107½; Phila., Wil. and Balt., 73@—; Reading, 70¼@70½; do., 6s, 1870, 107@108; do., 1886, 140½@141; Camden and Amboy, 189@190; Pennsylvania R. R., 71½@72; do., 1st mort., 117@118; do., 2d mort., 113@113½; Little Schuylkill R. R., 50@50¼; Morris Canal, 86¾@87¼; do., pref., 140@142; do., bonds, 108@109; do., 2d mort., 103@105; Wyoming Valley Canal, 78@86; do., 6s, 105@105½; Susquehanna Canal, 20½@21; do., 6s, 66@66½; Sch. Nav., 31¼@31¾; do., pref., 40½@41; do., 6s, 1882, 98@98½; Union Canal pref., 4½; do., bonds, 25½@26; Delaware Div. Canal, 43@43½; do., bonds, 104@105; Elmira and Williamsport, 85@86½;

do., pref., 54@55; do., 7s, 1878, 112@113; do., 10s, 78@78¾; Beaver Meadow, 86@86½; Long Island R. R., 46@49; Lehigh Coal and Navigation, 74½@75¼; North Pennsylvania, 33½@34¾; do., 6s, 104½@104¾; do., 10s, 123@124; Philadelphia and Erie, 33½@34¼; do., 6s, 108@110; Minehill, 64½@65; Catawissa, 21@21½; do., pref., 42@42½; Lehigh Valley, 93½@—; do., bonds, 110@110½; Fifth and Sixth streets, (horse), 64½@65; do., 7s, 109@109; Second and Third, 75@76; do., 7s, 112@112½; Race and Vine, 15½@16; West Philadelphia, 72@73; Spruce and Pine, 14½@15½; Green and Coates, 40@41¼; do., 7s, 109@110¼; Chestnut and Walnut, 63½@66; Arch, 34@35¾; Thirteenth and Fifteenth, 33½@34; Seventeenth and Nineteenth, 16; Girard College, 30½@32; Tenth and Eleventh, 50¾@51¼; Norristown, 60½@61.

**Boston.**—Northern (Ogdensburg), 1st mortgage, 107; do., 2d mort., 37½; New York and Boston Air Line 6s, 68; Vermont Central, 1¾; do., 2d mort., 36; Pittsburg, Maysville and Cin. 7s, 1st mort., 63; Rutland and Burlington 1st mort., 75; do., 2d mort., 35; Mad River and Lake Erie R. R. 6s, 70; do., 7s, 73¾; Eastern R. R. 6s, 1874, 107; Androscoggin 6s, 1885, 100; Androscoggin and Kennebec 6s, 1854, 38; Illinois 6s, 1879, 103½; Massachusetts 6s, 1872, 130¼; do., 5s, 115¼; New Hampshire 6s, 1876, 108¾; Vermont 6s, 1874, 102; Maine 6s, 1889, 102½; Lexington and West Cambridge R. R. pref., 70¼; Chelsea, horse, 46; Lynn and Boston, horse R. R., 6s, 100; Malden and Melrose R. R. 6s, 1880, 91; Albany 6s, guar., 109; Chicago 7s, 1882, Municipal, 109; Bath 6s, 102; Roxbury 5s, 1882, 98; Dorchester 5½s, 1874, 100; Boston 5s, 123½@130¼; do., 6s, 1867, 151; Brooklyn 7s, 1865, sewerage, 101; Boston Water Power Co., 45; Cary Imp. 18¼; Essex Co., 102; East Boston, 13½; Union Steamship Co., 70½; Franklin Coal, 102¼; Belmont Coal, 17; Short Mt. Coal, 47½; Gilberton Coal, 106¼; Boston Gas, 865; Cambridge Gas, 105; Union Gas, 9; Chelsea Gas, 97¼; State Bank, 74; Webster Bank, 105; Merchants Bank, 104¼; Traders' Bank, 99¾; Bank of Commerce, 105¾; Washington Bank, 106½; First National Bank, 115¼; Exchange Bank, 125¼; Maveric Bank, 99; Bank of North America, 105¾; Shoe and Leather Dealers Bank, 136¼; Merchants Bank, Salem, 46¼; Manuf. and Traders Bank, Portland, 50¾; Boston Bank, 73½; Acton Mining Co., 3¼; Allouez, 4; Algomah, 3; Albion Gold, 2½; Bay State, 17½; Boston, 5½; Black River, 35c.; Bedford, 1½; Brome, 1½; Cornwall, 62c.; Canada, 3¼; Concord, 4½; Columbian, 9½; Colorado Gold, 4½; Copper Falls, 40¾; Chebucto Gold, 90c.; Dudley, 5; Dorchester, 7; Eagle River, 7; Essex, 20c.; Flint Steel, 11; Great Western, 5¾; Hancock, 14½; Huron, 38; Humboldt, 10; Logan, 2; Madison, 5¼; Mandan, 4; Manhattan, 11; Macomb lead, 4; Mesnard, 10½; Merrimac, 4¼; National, 31; New England, 2½; Native, 1¾; New England Gold, 2¾; New York, 2; Oswegatchie lead, 110c.; Oxford plumbago, 10; Ottawa, 65c.; Phoenix, 30¼; Renfrew gold, 180c.; Star, 8; St. Clair, 10¾; Superior, 9; South Side, 4; Sutton, 1¾; Toltec, 3; Winthrop, 5½; Wickham, 60c.; Waterloo, 75c.

**Baltimore.**—Marietta and Cincinnati R.R. bonds, 105; Western Maryland bonds, 91; Central Ohio

Incomes, 45; City Passenger R. R., 23¾; Bare Hill, 6.20; Maryland Copper, 1.85; Balt. Chrome, 3.00; Santa Clara, 26¼; Mineral Hill, 3.50; Springfield, 2.50; Am. Gas Coal, 2.90; George's Creek, 117; Atlantic Coal, 1.75; Lake Chrome, 0.65; Bank of Commerce, 24¼; Farmers and Merchants Bank, 40; Howard Bank, 10; Citizens Bank, 11¾; Union Bank, 72; Mechanics Bank, 20. The latest quotations are: Balt. and Ohio, 115¼@116; do., 6s, 1867, 105; do., 1875, 112½@115; do., 1880, 109@115½; do., 1885, 112@115; Northern Central, 61@62; do., bonds, 1885, 108¼@110; N. W. Va., 16@20; do., 1st mort., 113¼@114; do., 2d mort., 103¼; do., 3d mort., 35@40; do., guar., 105@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@62; do., income 1857-'60, 40@45; Western Md. bonds, 90@92; do., guar., 111@113; Maryland 5s, 92; do., 6s, coupon, 1870, 112½@114; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 106@110; do., 1873, 105@107; do., 1875, 114@—; do., 1886, 114½; do., 1890, 112½@115; do., coupon, 115@115½; do., 5s, 1888-'70, 95@100; City Passenger R. R., 23¼@24¼; Canton Co., 41½@42½; Gardner, 75@1.00; Guilford, .28@.40; Maryland, 1.30@1.35; North State, .10@.20; Rudisell, .85@.75; Silver Hill, .20@.30; Springfield, 2.40@2.50; George's Creek, .112@.117; Santa Clara, 26¼@26¾; Baltimore and Cuba Smelting and Mining, 1.90; Balt. and North 20@.35; Balt. Chrome, 2.90@3.00; Bare Hill, 6.15@6.20; Atlantic Coal, 1.70@1.85.

We invite attention to the advertisement of the Third National Bank in another column.

By the terms of consolidation of the Chicago and Northwestern Railway Co., with the Galena and Chicago Union Railroad Co., the stock of the former is to be exchanged for that of the latter, as follows: One share of Chicago and Northwestern preferred stock, and one share of Chicago and Northwestern common stock, with three dollars in cash, for each share of the Galena and Chicago Union. Exchanges may now be made, and the money received at the office of the Chicago and Northwestern Railway Company, No. 8 Wall st.

#### St. Louis Alton and Terre Haute R. R.

At a meeting of the Stockholders of this company, held on the 6th inst., the following gentlemen were elected directors for the ensuing year: Charles Butler, Robert Bayard, Russel Sage, John G. Richardson, Samuel J. Tilden, New York; Hiram Sandford, Paris, Ill.; Levi Davis, Alton, Ill.; Charles S. Greeley, St. Louis; E. E. Gage, Charleston, Ill.; Anthony Thornton, Shelbyville, Ill.; Henry W. Phelps, Pana, Ill.; John S. Hayward, Hillsboro, Ill.; William H. Underwood, Belleville, Ill.

At a subsequent meeting of the Directors held at the office of the company in St. Louis, the following gentlemen were unanimously chosen officers for the ensuing year: President, Chas. Butler, New York; Secretary and Auditor, Jas. B. Ralston, St. Louis; General Superintendent, Henry C. Moore, St. Louis; Cashier, John W. Moore, St. Louis.

Holders of the Cancelled Bonds scrip of the Illinois Central Railroad company are requested to present their certificates at the office of the company, No. 31 Nassau street, for conversion into the scrip stock of the company.

**Railroad Earnings--Weekly.**

The earnings of the Chicago and Alton Railroad Company for the week ending June 7, were:

	1864.	1863.
Passengers .....	\$13,595 98	\$14,251 71
Freight .....	26,594 98	21,732 99
Sundries .....	1,781 00	1,438 06

Total .....	\$41,976 96	\$37,422 76
Increase 1864 .....		\$4,554 20

The traffic of the Great Western Railroad for the week ending June 3, 1864, was as follows:

Passengers .....	\$24,123 17
Freight and live stock .....	2,500 00
Mails and sundries .....	1,229 92

Total .....	\$52,008 83
Corresponding week of 1863 .....	48,887 85

Increase .....

The earnings of the Grand Trunk Railway for the week ending June 4, 1864, were:

Passengers .....	\$29,153 75
Express freight, mails and sundries .....	2,500 00
Freight and live stock .....	65,822 92

Total .....	\$97,476 67
Corresponding week, 1863 .....	80,183 02

Increase .....

The earnings of the Chicago and Rock Island Railroad for the first week in June, 1864, were .....

Corresponding week of previous year ..	\$56,989 00	44,857 55
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Increase .....

The earnings of the Michigan Central Railroad for the 1st week in June, 1864, were .....

Corresponding week of previous year ..	\$62,236 23	49,841 48
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Increase .....

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the nine days ending May 31, 1864, were .....

1863 .....	\$20,940 14	11,991 81
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Increase .....

Receipts from 1st January to 31st May:

1864 .....	\$200,176 08
1863 .....	125,998 00

Increase .....

The earnings of the Dubuque and Sioux City Railroad for the week ending June 4, 1864, were .....

Corresponding week in 1863 .....	\$10,253 27	4,479 98
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Increase .....

The earnings of the Chicago and Northwestern Railway for the week ending June 7, 1864, are as follows (including what was formerly Galena and Chicago Union Railroad):

Passengers .....	\$28,695 61
Freight .....	84,672 90
Mail, express and miscellaneous .....	2,268 84

Total .....	\$115,637 05
Same period last year .....	71,314 06

Increase 62 per cent. ....

The earnings of the Marietta and Cincinnati Railroad for the 1st week of June, were:

	1864.	1863.
Passengers .....	\$5,672 64	\$3,416 12
Freight .....	8,122 81	3,456 18
Mail, express & telegraph .....	1,190 58	815 00

Total .....	\$14,986 08	\$7,687 80
This month to date .....	\$14,986 08	\$7,687 80

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of June, 1864, were .....

Corresponding week of previous year ..	\$67,193 00	56,129 00
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Increase .....

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in June, 1864, were .....

Corresponding week of previous year ..	\$57,608 00	33,324 00
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Increase, 73 per cent. ....

The increase since Jan. 1, 1864, is \$273,223, or 65½ per cent.

**Railroad Earnings--Monthly.**

The business of the Illinois Central Railroad for the month of May, 1864:

**LAND DEPARTMENT.**

Acres construction lands sold .....	12,809.14 for \$137,556 68
Acres Interest Fund Land sold .....	728.81 " 8,207 94
Acres Free Lands sold ..	3,911.15 " 39,512 06

Total sales during month of May, 1864 .....	17,449 10 for \$185,276 68
To which add town lot sales .....	6,476 84

Total of all .....	\$191,753 52
Acres sold since Jan. 1, 1864 .....	127,622.49 for \$1,344,572.20
Cash collected in May .....	\$123,131 91

**TRAFFIC DEPARTMENT.**

Receipts from passengers .....	\$170,953 49
" freight .....	227,418 95
" mails .....	6,358 33
" rent of road .....	4,000 00
" other sources .....	6,000 00

Total receipts in month of May, 1864 ..	\$414,730 77
Total receipts in month of May, 1863 ..	334,686 77

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of May, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight .....	\$326,778 38	\$285,091 11
Passengers .....	150,664 79	123,386 28
Express matter .....	5,200 00	2,757 50
Mails .....	7,825 00	7,825 00
Rent of railway .....	7,083 33	7,083 33
Miscellaneous .....	1,995 16	951 09

Total .....	\$499,546 66	\$427,094 31
Increase .....		\$72,452 35

En's fr. Jan. 1 to May

31 .....	\$2,424,718 47	\$2,055,998 83
Increase for four months .....		\$368,724 64

Increase for May, 17 per cent.; average increase to May 31, 18 per cent.

The earnings of the Galena and Chicago Union Railroad Company for the month of May, 1864, were .....

Corresponding month of previous year ..	\$220,825 36	172,343 00
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Increase .....

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of May was:

1864 .....	\$58,644 99
1863 .....	37,588 18

Increase .....

First five months of the year:	
1864 .....	\$291,430 74
1863 .....	184,167 88

Increase .....

The earnings of the Rome, Watertown and Ogdensburg Railroad for the month of May, 1864, were:

	1863.	1864.
From passengers .....	\$20,096 36	\$30,964 20
" freight .....	23,169 39	36,141 09
" other sources .....	1,569 36	5,034 65

Total .....	\$44,835 11	\$72,136 92
Increase 1864 .....		\$27,301 81

The earnings of the Chicago and Milwaukee Railroad Company for the month of May, 1864, were:

	1864.	1863.
Passengers .....	\$30,657 69	\$20,143 43
Freight .....	14,297 23	11,430 24
Miscellaneous .....	1,783 05	2,129 94

Gross earnings .....	\$46,737 97	\$33,703 61
Increase .....		\$13,034 36

Comparative earnings from Jan. 1 to May 31, 1863 and 1864:

	Gross Earnings.
1864 .....	\$228,646 80
1863 .....	166,091 84

Increase .....

The earnings of the Chicago and Northwestern Railroad for the month of May, were:

1864 .....	\$409,454 07
1863 .....	282,001 62

Increase (45 per cent.) .....

The earnings of the Michigan Central Railroad for the month of May, 1864, were .....

Corresponding month of previous year ..	\$271,552 00	236,453 00
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Increase .....

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of May, 1864, were .....

Corresponding month of previous year ..	\$264,818 00	263,981 00
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Increase .....

The earnings of the Chicago and Rock Island Railroad Company for the month of May, 1864, were .....

Corresponding month of previous year ..	\$188,566 00	144,397 00
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Increase .....

The earnings of the Toledo and Wabash Railroad Company for the month of May, 1864, were .....

Corresponding month of previous year ..	\$127,009 00	134,271 00
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Decrease .....

The following table shows the earnings of the Milwaukee and St. Paul Railway Company inclusive of the Eastern Division of La Crosse Railroad:

	1863.	1864.
January to May, 4 months ..	\$378,911	\$478,953
May .....	176,583	237,487

Total, 5 months .....	\$555,494	\$711,440
Increase in 1864 .....		\$155,946

The earnings of the Cleveland and Pittsburg Railroad Company for the month of May, 1864, were .....

Corresponding month of previous year ..	\$203,514	152,661
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Increase .....

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of May, 1864, were .....

Corresponding month of previous year ..	\$186,747 00	106,967 00
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Increase, 74½ per cent. ....

The increase since Jan. 1, 1864, is \$248,989, or 65 per cent.



The traffic returns of the Atlantic and Great Western Railway for the months of January, February, March, April and May, 1864, were respectively as follows:

	Passengers, &c.	Freight.	Total.
January.....	\$38,615	\$168,683	\$207,298
February.....	50,189	178,852	229,041
March.....	60,518	166,215	226,733
April.....	58,992	138,275	197,267
May.....	57,193	157,486	214,679

#### Common Carriers.—Way Bill.—Consigned.

The recent case of the Northern Railroad Company vs. the Fitchburg Railroad Company, was an action on contract for a failure to forward and deliver to the plaintiffs at Burlington, Vermont, certain iron rails. The declaration contained several accounts.

The case was heard without a jury, and reported for the opinion of the whole Court. The following facts appeared:

The iron, for the loss of which the suit was brought, was part of a lot delivered to the defendants at Charlestown, in 1852, to be carried over their railroad, and forwarded by connecting roads to Burlington, Vermont. It was safely carried over the defendants' road, and delivered by them to the Cheshire Railroad, the next road in the line of forwarding; and by that road delivered to the Rutland and Burlington Railroad, and upon that road was detained and used.

The freight for the carriage of the iron, at the usual prices, was paid by the plaintiffs to the Rutland and Burlington Railroad Company for all the connecting roads; and the defendants received their proportion of it, without notice of any claim for failure to deliver any part of the iron. The Rutland and Burlington Railroad Company had agreed with the plaintiffs to have the whole lot transported from Charlestown to Burlington for an entire sum, less than the usual and established rates. There was also some evidence that this contract was made by the defendants; but upon the whole evidence it did not appear to have been made by them, but by the Rutland and Burlington Railroad Company; and that the defendants had no notice of any special contract until after the freight had been charged at the usual rate, the iron all carried over the defendants' road, and the freight paid by the plaintiffs, and the defendants had received their customary proportion of it.

Notice was given by the plaintiffs to the Rutland and Burlington Railroad within a few weeks after the lost iron was missing, and a claim made by the plaintiffs upon that road for compensation for it; and soon after, the defendants were notified that it was lost; but no claim was made upon the defendants, nor suggestion that they were in fault or responsible for its loss, until within a year of the time when this action was brought, which was nearly six years afterward.

The Rutland and Burlington Railroad Company were solvent; and a demand against them could have been collected, by due diligence, at any time within a year after the loss of the iron. They then became insolvent, and have so continued ever since. In the negotiations between them and the plaintiffs during that year they did not deny their liability, if it could be shown that the iron was received by them, and not delivered.

The occasion of the loss of the iron arose from the manner in which the way bills were made out by the defendants. Some of them did not designate

the number of cars loaded with iron for the plaintiffs; and one of them did not, in any way, designate the amount of the iron transported. The defendants were at the same time forwarding other iron to the Rutland and Burlington Railroad Company, to be used on that road; and hence the mistake arose. The name of the Ogdensburg Railroad Company was afterwards changed to that of the plaintiffs.

MERRICK, Justice.—The Rutland and Burlington Company are undoubtedly liable to the owners for the value of the rails; but as that company has since become utterly insolvent, and any remedy against them would be worthless, because no judgment against them could be effectually enforced, the plaintiffs seek to make the defendants responsible for the value of the rails taken and used by that company.

It is alleged by the plaintiffs that the said error and the consequent loss to them by the misappropriation and unlawful use of the rails in question was occasioned by the defendants, by the careless, negligent and improper manner in which the way bills were made and prepared by them; that they were in fact prepared and expressed in such terms as to be very likely, even if not certain, to induce the agents and servants of the Rutland and Burlington Company to believe or suppose that the rails mentioned in them were sent and belonged to that company.

There is upon the facts stated in the report no doubt that the defendants, in accepting the rails and undertaking to cause them to be transferred over their own and each successive railroad on the line from Charlestown to Burlington, acted as and assumed the responsibilities of forwarding merchants or agents, as well as of common carriers. In their former capacity they were bound to exercise reasonable diligence and care; and this required that they should furnish and supply, for the use and guidance of the several successive carriers to whom in the due course of transportation the rails should come, way bills, or other suitable papers containing the needful and accurate information and directions as to the destination and the disposition to be made of them. No particular form is essential for that purpose, but the directions should be so expressed as to be free from any real ambiguity, and to be intelligible to persons of ordinary capacity, conversant with that kind of business, who should examine and consider them with proper attention. Any omission of such requisite care would constitute culpable negligence, and would make the party chargeable with it, liable in damages for all loss and injury which should result from, or be the consequence of it. Story on Bailm §§ 502, 537. Briggs vs. Boston and Lowell Railroad Company, 6 Allen, (Mass.), 246.

Upon examination of the way bill, it is obvious that it is in several particulars less explicit and exact than it might have been. But it does, in substance, contain all the information which is material or essential to enable each successive carrier to understand his duty, and the service which he is expected and required to perform. The articles to be carried, the route over, and the place to which they are to be transported, and the consignee to whom they are to be delivered, are all plainly and accurately described. There is nothing equivocal or ambiguous in any of the ex-

pressions contained in it. The goods to be carried were described as a part of a lot of rails; the route is from Charlestown to Burlington; and the Ogdensburg Railroad is named and mentioned as the consignee. All this is plain, and must have been intelligible to any person having the least familiarity or acquaintance with the kind of business to which it referred. There is certainly nothing upon the face of the paper which has the least tendency to show that any part or number of the rails were sent to or owned by the Rutland or Burlington Company; and we are unable to see how any officer or agent of that company could deduce such a conclusion from it, or act upon any such supposition without carelessness and gross inattention to the contents of the way bill.

We are therefore of opinion that the plaintiffs have failed to establish their allegations that the way bills were made by the defendants in a negligent and improper manner, or that they gave any improper directions to the Rutland and Burlington Company, or that the misappropriation and loss of the rails is attributable to any carelessness or neglect of duty on their part.

The defendants are therefore entitled to judgment.

#### Atlantic and Great Western Railway.

We have received the statement for the year ending December 31, 1863, made in advance of the more detailed report of the Central Board of Management, giving an account of the business done upon this railway for the past year. The results are of the most gratifying character, and fully justify the opinions expressed by the promoters as to the remunerative character of the traffic which might be expected upon the line. Most of our readers are no doubt aware that this railway is intended to supply an unbroken line of communication between New York and St. Louis, on the Mississippi. The line starts from the New York and Erie at Salamanca, the link between New York and this place being supplied by the New York and Erie. The latter company gives to the Atlantic and Great Western a premium of 10 per cent upon the gross amount collected by it upon all freights sent on the line from any point on the Great Western Railway, and they pay also one dollar for every passenger brought upon the railway. This contract, it appears from the report, came into effect on the 1st of May, 1863, and will continue in force for five years. The amount received by the Atlantic and Great Western under this agreement for the eight months of 1863 was \$52,058, and this is specially appropriated to the payment of interest on the bonds of the company. The increase in the business between points on the road in Pennsylvania is such that the directors in their report state that the receipts from the Erie alone will be sufficient to pay the coupons on \$1,500,000 of bonds. Leaving the Erie Railway and proceeding westward, the Atlantic and Great Western traverses the State of New York for the length of 48 miles; and this constitutes the first part of the undertaking, each section having its own board of directors and being established under the power of the State Legislature. The earnings of the railway upon the New York section, as compared with the previous year, were:

	1862.	1863.
Passengers.....	\$38,172	\$67,867
Freight and other sources.....	177,648	251,355
Expenses for 1863.....	\$215,820	\$319,222
Net earnings.....		\$166,043

The number of passengers carried was 75,421, averaging a distance of 24½ miles for each passenger. The gross earnings per mile of road were \$3,650, while for 1862 they were \$4,496 per mile.

The financial condition of the company is thus stated:

Bonds 1st and 2d Mortgages, and Erie and New York City Bonds.....\$1,587,665  
Bills payable, bearing interest..... 61,295

Total.....\$1,648,960  
Interest paid on same, at 7 p. c. in '63...\$115,427 20  
Premium on gold, 1st Mort. coup..... 16,558 71

.....\$131,985 91  
Balance of net earnings in 1863.....\$166,048 00  
Coupons and interest..... 131,985 91

Net earnings after providing interest on the funded and floating debt.....\$34,067 09

Of the freight carried over the line, Petroleum forms a very large proportion. The number of barrels carried were 246,368 in 1862; and 482,628 in 1863—being an increase of 236,260.

The unfinished condition of the road, as taken from the contractors, has rendered it necessary to make considerable expenditures in completion of earthwork, masonry, and ballasting, and in the increase of engines and cars.

The report states in conclusion: "It is a subject of congratulation that our business has, during the past year, so largely increased, and in great measure from local traffic, facilities for a large through freightage not being perfected in time to be of much benefit. With the great local business which will be obtained by the nearly completed extensions of this railway into the oil, coal, and iron districts of Pennsylvania and Ohio, the stock of this company must become highly remunerative; and the great through traffic of the valley of the Mississippi, which it will command when the western connections are made and rolling stock supplied, will unquestionably make the Atlantic and Great Western Railway one of the most valuable railway properties in the United States."

The second section of the line is that which runs through the State of Pennsylvania, which, like that of New York, is a distinct company, and incorporated by legislative authority of the State. The length of road in this State is 93 miles, and the rapidity with which this part of the railway has been completed has been most remarkable. In addition to this main line of 93 miles, an Eastern coal fields branch and extension has been completed and worked since the 1st of June last year. A Western coal fields branch, 13 miles in length, is under contract, and will be shortly completed. A central coal line has also been surveyed. It will traverse the extensive coal fields of the Mercer County Coal and Mining Company, which covers an area of nearly 50,000 acres, and possessing in several parts veins of excellent coal seven feet in thickness. The cost of the Main Line and Eastern has been \$5,634,039; the revenue for the eight months of the year was \$317,840; the expenses \$169,803, leaving net earnings available for interest \$48,037. The expenses include extraordinary repairs incident to a newly-finished line, which would properly belong to construction account. The traffic upon the line has hitherto been almost entirely of a local character, the through freight to and from the West not having as yet been provided for. The earnings of the company have, however, been very satisfactory.

The number of passengers carried, inclusive of those on the Eastern Coal Fields Branch and Extension were..145,216 00  
Averaging 21 11-14 miles to each passenger.

The gross earnings of the Main Line per mile for 8 months, were.....\$3,412 26

At the rate of \$5,118 39 for the year.

The number of tons carried were..... 184,981

Number of barrels of petroleum carried..... 420,795

The gross earnings of the Eastern Coal Fields Branch and Extension for seven months, were..... 42,874 38

The net earnings were..... 12,766 20

The amount of capital stock issued to the end of last year was \$1,763,506; first mortgage bonds \$2,500,000, second mortgage, \$956,000. The re-

ceipts have increased from \$37,602 in May to \$134,696 in December of 1863; being in very much greater proportion than the increased mileage. The report states:

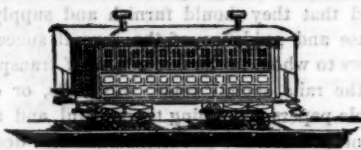
"The route of the Atlantic and Great Western is now nearly completed from Pennsylvania through the adjoining State of Ohio, and at the borders of that State it will effect a junction at Dayton with the existing Cincinnati, Hamilton and Dayton line, and will be continued from Cincinnati by the Ohio and Mississippi Railway to St. Louis.

"It is a gratifying fact that, in the face of most adverse circumstances, the line has been fully completed and equipped with rolling stock, by the perseverance and energy of the contractor, James McHenry. It is not a less gratifying fact that the experience of the past fully justifies the belief that the Atlantic and Great Western Railway line will not only realize the anticipations of its friends, but that its business will greatly surpass all predictions made. It will as one of the great arteries of the commerce between the Atlantic and the great West, secure, by its unrivaled facilities for freight transportation and its superior accommodation for the convenience and comfort of the traveling public, beyond all doubt a large share of the present and ever-increasing business of the country."

For the month of April, when only 322 miles of the road, including the Mahoning and Oil Wells branches, were in operation, the receipts were upwards of \$240,000, and would have far exceeded that sum had the Erie Railroad been prepared for the large increase of business thrown on their line. But even at that rate, after allowing fifty per cent. for working expenses, a net profit would accrue of \$1,260,000 per annum, while the interest on the first mortgage bonds only requires \$525,000, and on the second mortgage bonds \$406,000, so that the present earnings show an access of \$329,000 beyond payment of interest on first and second mortgages.—London Railway News May 21.

## HARLAN & HOLLINGSWORTH & CO.,

WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF RAILROAD MACHINERY.

PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

NO. 121 NASSAU STREET,

NEW YORK.

THE NEW YORK CENTRAL RAILROAD CO.,  
TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of \$3,000,000—Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

## NEW YORK STEEL CO. WAREHOUSE,

No. 71 JOHN ST., N. Y.

MANUFACTURERS OF

FROG BARS, POINTS AND PLATES  
AND SPRING CAST STEEL.

—ALSO,—

Tool, Machinery, Cutlery,  
AND SHEET CAST STEEL.

WARRANTED

EQUAL to THE BEST in the MARKET.

ORDERS FILLED AT SHORT NOTICE.

•IRA HERSEY, Treas'r.

## BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys.  
EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,

67 Water street,

BOSTON.

TIRES,

LOWMOOR, BOWLING & SEMI-STEEL.

AXLES,

Kinsly Co., Bridgewater and Nashua.

For sale by WILLIAMS & PAGE,

67 Water, St., Boston.

## COAL.

ANTHRACITE

AND

BITUMINOUS COALS

of all kinds.

QUINTARD & WARD,

11 Pine street, N. Y.

## Marsh, Brothers & Co.,

STEEL CONVERTERS,

Cast Steel Refiners, Tilters and Rollers.

MANUFACTURERS OF

SINGLE AND DOUBLE SHEAR, RAILWAY, COACH,  
SPRING GERMAN AND BLISTER STEEL.

ALSO

HARD CENTRE AND CORE ANNEALED STEEL.

LOCOMOTIVE SLIDE BARS,

PISTON RODS, ETC., ETC.

Ponds and Navigation Steel Works,

SHEFFIELD, ENGLAND,

95 John st., New York.

ALSO AGENTS FOR

B. & S. H. THOMPSON,

Late Wm. CHANCE & Co.,

GENERAL HARDWARE & IRON MERCHANTS,

BIRMINGHAM.

## WALLKILL LEAD CO.

Capital.....\$500,000.

OFFICE, 170 BROADWAY.

Mines Located in Orange Co., on Erie Railroad.

LIVINGSTON SATTERLEE, President.

E. A. QUINTARD, Vice President.

W. A. SCOTT, Secretary.

DIRECTORS—Geo. B. Satterlee, E. A. Quintard, L. E. Rice, Julius A. Candee, L. Satterlee, E. A. Packer, Sam'l Banks.



OFFICE OF THE MARIPOSA CO., No. 24 Wall-st.  
NOTICE is hereby given that at the drawing this day had of 25 bonds of this Company for redemption out of the Sinking Fund, the following were drawn, viz.: Nos. 13, 53, 63, 83, 88, 95, 99, 129, 164, 216, 234, 429, 459, 494, 591, 637, 772, 818, 891, 1068, 1187, 1336, 1387, 1384, 1489, and that the same will be paid in Gold on the 1st day of JULY next, on presentation at the office of the Company. Bonds must be presented for payment within ten days after the 1st day of July next, under penalty of forfeiture of the right of redemption under this drawing.

JOHN WATTS, Secretary.  
New York, June 6, 1864. 4t-25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,  
New York, June 14, 1864  
IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company.  
L. A. CATLIN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,  
New York, June 14, 1864  
DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August.  
THOMAS E. WALKER, Treasurer. 7t-25

OFFICE OF THE CHICAGO AND NORTHWESTERN R. R. CO.,  
No. 8 WALL STREET, NEW YORK, June 3d, 1864.  
HOLDERS of the capital stock of the Galena and Chicago Union Railroad Company are hereby notified that, by the terms of consolidation of that company with the Chicago and Northwestern Railway Company, their stock is to be exchanged for stock of the Chicago and Northwestern Railway Company, as follows: One share of the Chicago and Northwestern preferred stock and one share of the Chicago and Northwestern common, with three dollars in cash, for each share of the Galena and Chicago Union.  
Exchanges may be made, and the money received at once, at the office of the Chicago and Northwestern Railway Company.  
H. H. BOODY, Agent. 4t-24

**Fourth National Bank**  
OF THE CITY OF NEW YORK,  
**Capital, \$5,000,000.**  
designated as a Depository and Financial Agent of the U. S.  
**Nos. 27 and 29 Pine Street,**  
(TWO DOORS BELOW THE SUB-TREASURY),  
have on hand and receive subscriptions for the  
**TEN-FORTY BONDS,**  
convert the  
**SEVEN-THIRTIES INTO 1881 BONDS,**  
and attend to all business connected with the  
**GOVERNMENT LOANS.**  
Parties can avoid the inconvenience of addressing Government by applying at this Bank.  
**MORRIS KETCHUM, Pres.**  
**D. W. VAUGHAN, Cash.**

**THE THIRD NATIONAL BANK**  
OF THE  
**CITY OF NEW YORK.**  
Cash Capital, fully paid in, \$500,000.  
Is now open for business at  
**No. 5 NASSAU ST., NEAR WALL.**  
This Bank will receive subscriptions for the  
**TEN-FORTY LOAN,**  
principal and interest payable in GOLD.  
The usual commission of one-eighth of one per cent. allowed to Banks, Bankers, and Brokers. Special attention given to the conversion of 7-30s into Government Six Per Cent Bonds. Bills of all National Banks received on deposit at par, and uncurrent money at the usual rates of discount.  
**C. V. CULVER, President.**  
**J. WYMAN JONES, Vice-President.**  
**C. N. JORDAN, Cashier.** 3rd-24

**THE PEOPLE'S GOLD AND SILVER MINING COMPANY,**  
AMADOR COUNTY CALIFORNIA.  
**CAPITAL, \$500,000.**

Incorporated under the laws of the State of California.  
TRUSTEES.  
**WILLIAM HEFFLEY, FRANK T. ALLING,**  
**JOHN B. PILKINGTON, SAMUEL NEWELL,**  
**HENRY A. REED.**  
**WILLIAM HEFFLEY, President**  
**SAMUEL NEWELL, Secretary.**  
**JAMES M. PATTEE, Treasurer.**  
Shares, five dollars, no assessments. Office No. 8 Pine Street, Room No. 4.  
**D. L. M. MOORE, Agent,**  
At the Office of the Company.

**Manhattan Oil Company,**  
Office, No. 16 Broadway, NEW YORK.  
**JAMES M. MOTLEY, Vice Pres't and Treasurer.**  
MANUFACTURERS OF  
**MASON'S SPERM OIL,**  
AND DEALERS IN  
SPERM, WHALE, LARD AND OTHER OILS,  
For Railroads, Steamers, Machinery and Burning

**BAIRD'S PATENT**  
**Incrustation Preventer,**  
**AND REMOVER**  
**FOR STEAM BOILERS.**  
In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of  
**JAS. F. LEVIN,**  
23 Central Wharf, Boston.  
**MERRITT & WALCOTT,** 69 Courtlandt Street, New York.  
29 Front Leves, New Orleans.

**NOTICE TO SHAREHOLDERS**  
OF THE  
**Pittsburgh, Fort Wayne and Chicago Railway Co.**  
THE UNDERSIGNED, commissioners, authorized to sell thirty-five thousand new shares of the capital stock of said company, by joint vote of the shareholders and bondholders, for the purpose of constructing a double track, procuring additional equipment, &c., now propose to sell thirteen thousand shares of the same as follows:—  
They propose to issue to the shareholders, who stand registered as such on the books of the company at 2 o'clock P. M., of the 10th of this month, one share for each five shares then standing in their name at the par value of \$100 for each share.  
Books of subscription will be opened at the office of Winslow, Lanier & Co., No. 52 Wall street, on the 11th of June, and kept open until the 20th of June, at 3 P. M., where each shareholder can call and subscribe, or signify his wishes by letter, addressed to J. F. D. Lanier, Chairman. The new shares thus subscribed for will bear dividend from the 1st July proximo.  
Payments will be required as follows: One-fourth on the 21st June, on notification of acceptance; one-fourth on the 15th July; one-fourth on the 15th August, and one-fourth on the 15th September.  
Transferable stock scrip will be issued, redeemable in full-share certificates on final payment of the installments.  
Non-compliance with any of the conditions of this subscription subjects to forfeiture any payments made thereon.  
This stock is mainly to pay for iron rails, rolling stock, &c., already advantageously purchased. The high price of labor and the great difficulty of procuring the same, and the enhanced rates for all materials, in the opinion of the chief engineer and the chief executive officers of the company render it altogether improbable that any further amount of the stock will be offered during the present year.  
If a further amount can be economically expended in increasing the capacities of the line this year, the company will probably have other means to meet the same.  
The commissioners reserve the right to extend the time of subscribing to non-resident shareholders, who may desire to avail themselves of the benefits of this notice, on such terms and conditions as the commissioners may impose.  
The commissioners, also, reserve the right to dispose of at their discretion, for the benefit of the company, any of the shares not taken by shareholders under this notice.  
**J. F. D. LANIER,**  
**S. J. TILDEN,**  
**J. EDGAR THOMSON,**  
**SPRINGER HARBAUGH,**  
**L. H. MEYER,**  
Commissioners.  
New York, June 1, 1864.

## U. S. 10-40 BONDS.

These Bonds are issued under the Act of Congress of March 8th, 1864, which provides that all Bonds issued under this Act SHALL BE REDEEMED IN COIN, at the pleasure of the Government, at any period NOT LESS THAN TEN NOR MORE THAN FORTY YEARS from their date, and until their redemption FIVE PER CENT. INTEREST WILL BE PAID IN COIN, on Bonds of not over one hundred dollars annually and on all other Bonds semi-annually. The interest is payable on the first days of March and September in each year.

As these Bonds, by Act of Congress, are  
**Exempt from Municipal or State Taxation,**  
their value is increased from one to three per cent. per annum, according to the rate of tax levies in various parts of the country.  
At the present rate of premium on gold they pay  
**Over Eight Per Cent. Interest**

in currency, and are of equal convenience as a permanent or temporary investment.  
It is believed that no securities offer so great inducements to lenders as the various descriptions of U. S. Bonds. In all other forms of indebtedness, the faith or ability of private parties or stock companies or separate communities only is pledged for payment, while for the debts of the United States the whole property of the country is holden to secure the payment of both principal and interest in coin.  
These Bonds may be subscribed for in sums from \$50 up to any magnitude, on the same terms, and are thus made equally available to the smallest lender and the largest capitalist. They can be converted into money at any moment, and the holder will have the benefit of the interest.

The Funded Debt of the United States on which interest is payable in gold, on the 3d day of March, 1864, was \$768,965,000. The interest on this debt for the coming fiscal year will be \$46,937,126, while the customs revenue in gold for the current fiscal year, ending June 30th, 1864, has been so far at the rate of over \$100,000,000 per annum.

It will be seen that even the present gold revenues of the Government are largely in excess of the wants of the Treasury for the payment of gold interest, while the recent increase of the tariff will doubtless raise the annual receipts from customs on the same amount of importations, to \$150,000,000 per annum.

The authorized amount of this loan is Two Hundred Million Dollars. Instructions to the National Banks acting as loan agents were not issued until March 20, but the amount of Bonds reported sold at the United States Treasury is

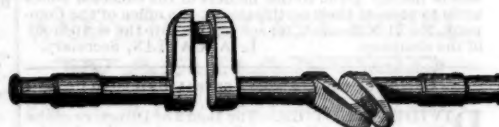
**\$70,000,000.**

Subscriptions will be received by the TREASURER OF THE UNITED STATES at Washington, and the ASSISTANT TREASURERS at New York, Boston and Philadelphia, and by the

First National Bank of New York, No. 4 Wall Street.  
Second National Bank of New York, 23d St. & Broadway.  
Third National Bank of New York, 5 Nassau street.  
Fourth National Bank of New York, Pine Street.  
Fifth National Bank of New York, 333 Third Ave.  
Sixth National Bank of New York, 6th Ave. & Broadway.  
Ninth National Bank of New York, 363 Broadway.  
Tenth National Bank of New York, 240 Broadway.  
New York National Exchange Bank, 134 Greenwich St.  
Central National Bank of New York, 71 Duane street.

**AND BY ALL NATIONAL BANKS**  
which are depositaries of Public money and all  
**RESPECTABLE BANKS AND BANKERS**  
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STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

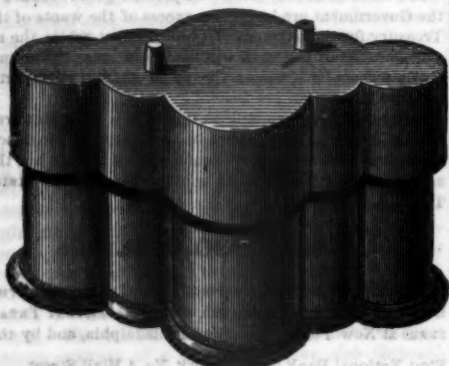
THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (trees of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

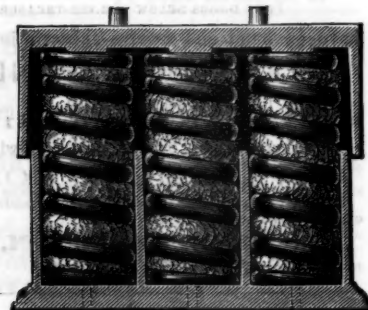
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**UNION CAR SPRING MANUFACTURING COMPANY.**Office, 132 Broadway,  
**MANUFACTORY,**

286 and 288 SEVENTH AVENUE,

**NEW YORK.****CHARLES BUTLER,**  
President.**THOMAS BOND,**  
Treasurer.**JOHN HALDEMAN,**  
Superintendent.**MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."**

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing

crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and to carry freight in nearly as good order as it can be carried by water, together with the saving in motive power by drawing a lively load instead of a dead load, will commend our Spring to your attention.